IN FRANCE, AS AT HOME, THE REGIMENTAL MASCOT HEADS THE BAND

The many Welshmen in the British Expeditionary Force in France were careful to see that St. David's Day—March 1—did not go by without the traditional celebrations. The leek was as usual prominent in the head-dress of the Royal Welch Fusiliers, but the most picturesque figure was the regimental mascot, a sturdy goat bought shortly before from a French farmer.

Photo, British Official : Crown Copyright

Peace in Finland—But at a Terrible Price

While heavy fighting still continued near Viipuri and on Finland's southern shore, Finnish delegates discussed peace proposals with the Soviet chiefs in Moscow. Far more rumour than fact was released into the wide world, but at length terms were announced which amounted to Finland's capitulation.

AFTER several days of rumour and report, it was officially announced in Helsinki on the night of Sunday, March 10, that at the invitation of the Government of the U.S.S.R. Finland had sent representatives to Moscow with a view to finding out "whether possibilities existed for the cessation of hostilities and the restoration of peace." The Finnish delegation consisted of the Prime Minister, M. Ryti; M. Paasikivi, Minister without Portfolio; General Walden; and M. Voionnaa, a member of the Finnish parliament.

With no respect for either humanity or religion the Russians bombed time and again both hospitals and churches. Here is the interior of the Garrison Church at Viipuri (Viborg) after a massed Russian air raid on the city.

Photo, "The Times"

The negotiations in the Kremlin were conducted behind closed doors, but it was hoped that the terms now proposed by Moscow would be somewhat more moderate than those which late in February had been forwarded through Sweden; these included the surrender by Finland of the entire Karelian Isthmus, including Viipuri, the islands in the Gulf of Finland occupied by the Soviet forces, the western half of the Rybachi Peninsula, and much territory round Lake Ladoga, and a long lease of Hango as a Soviet naval base. These were the terms which, when conveyed by M. Maisky, the Soviet ambassador in London, to Mr. Butler, Under-Secretary for Foreign Affairs, on February 22, were regarded by the British Government as so harsh that they refused to pass them on to Finland as they had been requested.

Rather more than three months had passed since Finland had chosen to go to war rather than accept terms which were far less onerous than these—the moving back for some kilometres of the Finnish frontier in the Karelian Isthmus in exchange for territory in Russian Karelia, the renting of islands and the creation of a naval base in the northern part of the Gulf of Finland (this was presumed to include Hango), and an exchange of territory near Petsamo.

Since these comparatively moderate demands were made and refused, Russia's invasion of the little country had cost the lives of many thousands of brave men on both sides, and there was hardly a town or village of Finland which had not been scorched by the flames of war.

For three months the Finnish army, outnumbered though it was by 40 to one, had maintained a stand which could be described only as magnificent. But with the end of February the weight of Russian numbers, the devastating power of its heavy artillery, began to tell. With the fall of the forts of Koivisto, the western sector of the Mannerheim Line had to be evacuated, and Russian troops penetrated to the suburbs of Viipuri. Moreover, between Viipuri and Helsinki a number of landings had been effected by the Reds which, if they were pressed home, might disrupt all Finnish communications in the south.

Nor was this all. All Scandinavia trembled at the thought that if the war in Finland were allowed to continue, the Finns might accept the offer made in the House of Commons on March 11 by Mr. Chamberlain, on behalf of Britain and France, "to proceed immediately and jointly to the help of Finland, using all available resources at their disposal"—and thereby give Germany an excuse for the invasion of southern Sweden and possibly of Finland as well. Understandably enough, Sweden and Norway fought shy of becoming the battleground on which the conflict of the Allies versus Germany and Russia would be fought out; and it would not be surprising then if the Scandinavian countries had exercised considerable pressure on Finland to negotiate.

Providing he could do so without any loss of prestige, Stalin would no doubt seize the opportunity of liquidating a war which has proved so costly in men and materials, for, on the one hand, he could not but be nervous of the Allied threat to the Russian oil-fields of the Caucasus, while, on the other, he has

Here are some of the men, whose names were mentioned in connexion with the negotiations designed to bring the Russo-Finnish war to a close. From left to right they are: J. K. Paasikivi, Finnish Cabinet Minister and former Prime Minister; Dr. Risto Ryti, Prime Minister of Finland; Pehr Evind Svinhufud, 79-years-old former President of Finland, who went to Berlin, and the famous Swedish writer and explorer Sven Hedin, credited with being one of the few foreigners who have direct access to Hitler.

Photos, Press Topics, Topical, Wide World and Planet News

Even the Woods They Flee To Give No Safety

With a hunted look of fear as they constantly search the wintry skies, Finnish women and children flee into the woods. Their villages near Helsinki are uninhabitable, for the Soviet raiders passed that way. The children wear white sheets for camouflage, and hope thus to escape the eye of the enemy. For even in the woods they are not safe should the Red aeroplanes fly over them once more.

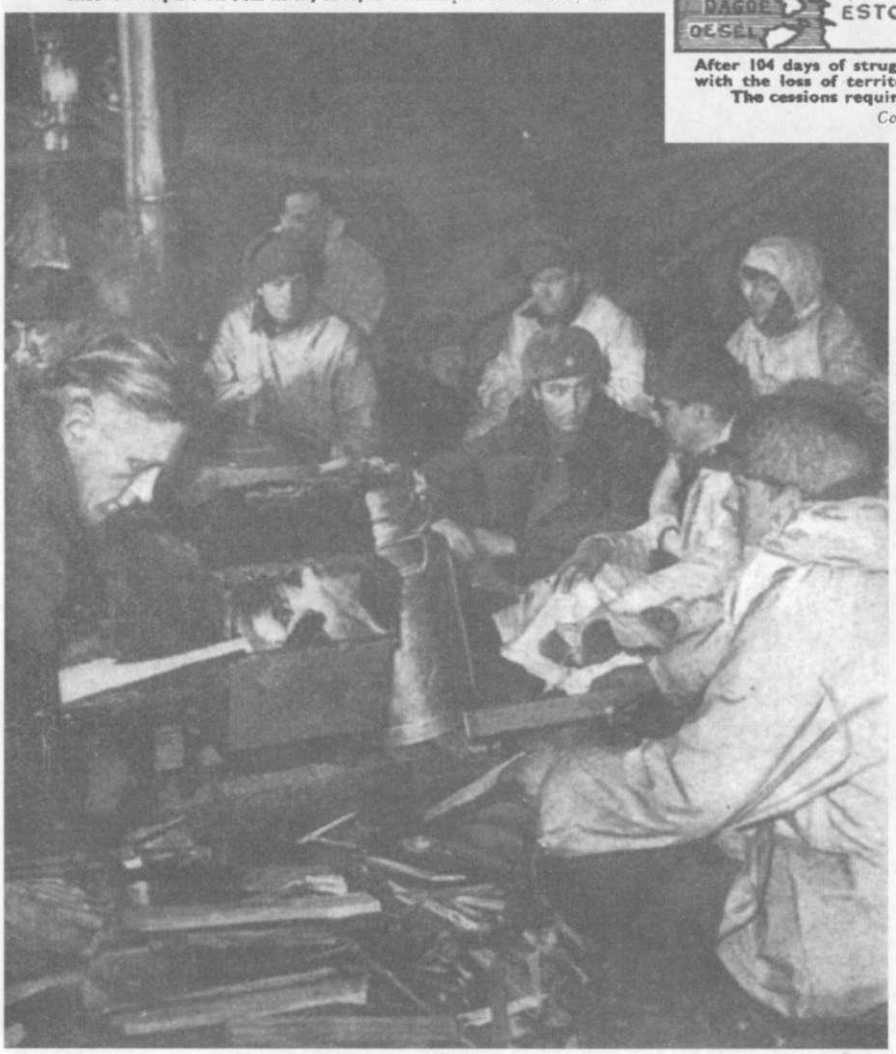
Photo, Keystone

Tragic End of a Hundred Days of an Epic War

Lieutenant-General H. Ohqvist, who was responsible for the very gallant defence of Viipuri, was at the outbreak of war second in command of the Finnish Army. When the Russians claimed to have entered Viipuri on March 12, 1940, it was but a shell-torn ruin.

After 104 days of struggle most gallantly maintained, Finland was faced with the loss of territory greater even than that originally demanded. The cessions required by the peace terms are shown in this map.

Courtesy of the "Daily Telegraph"



The large military tents used by the Finns proved a very successful protection against the extreme cold. Here are men at rest in one of them. A stove with a tall iron chimney occupies the centre, and the fire not only heats the tent but serves for cooking purposes as well.

Photos, Keystone and Planet News

no real trust in his partner in Berlin. But to the Finnish army, and still more to the Finnish people, the news that peace negotiations were in progress came as a complete surprise. They had rested their hopes on help from the outside world, and they had not realized that the position of their armies in the south was really desperate.

The news of the terms of the agreement concluded in Moscow in the early hours of March 13 must have come as a painful shock. For on every front Finland agreed to cede territory to the invader—the whole of the Karelian Isthmus, including Viipuri, and the Mannerheim Line, the whole coastline of Lake Ladoga, a slice of territory near Salla, and part of the Peninsula of Rybachi. Furthermore, she agreed to give Russia a 30 years' lease of Hango and to conclude a pact which would in effect include Finland within the Soviet sphere. Thus, after 104 days of heroic fighting, she was now compelled to grant much more than had been demanded before the struggle began.

Bitter opposition to the terms arose in the Diet. It was officially stated that they had been signed, and warlike operations ceased from 11 a.m. on the 13th. M. Tanner, the Foreign Minister, broadcasting, said: "Our army fought with all its might, but we are only a small people"; help was insufficient, and the Allies' offered forces could not reach the fighting fronts. Heavy indeed was the price Finland paid for her brave defiance of Stalin.

Lens Has Not Forgotten Its Saviours Of 1918

The British big drum and the small French one beat in unison (above) when the B.E.F. and French miners from Lens "get together" during a fête. Then French and British sit down to lunch together (right).

"Vive la Victoire!" toasts the old French miner as he clinks glasses with a B.E.F. bandsman. His medals show that he has done his bit.

DURING the Great War the French mining town of Lens was occupied by the Germans, and there was almost constant fighting in the neighbourhood; not far away are Arras and Vimy Ridge, for whose possession British and Canadians vied in heroism. Recently the once-familiar khaki has been seen again in the town's streets; and to show that they had not forgotten their saviours of twenty-one years ago, the townsfolk of Lens, miners and steelworkers chiefly, gave a fête to members of the British Expeditionary Force.

Near the scene of some of the hardest fighting of the last war Lieut.-General Sir Alan Brooke places a wreath on Lens war memorial.

Photos, British Official: Crown Copyright

Scots and Welsh Are Quite at Home in France

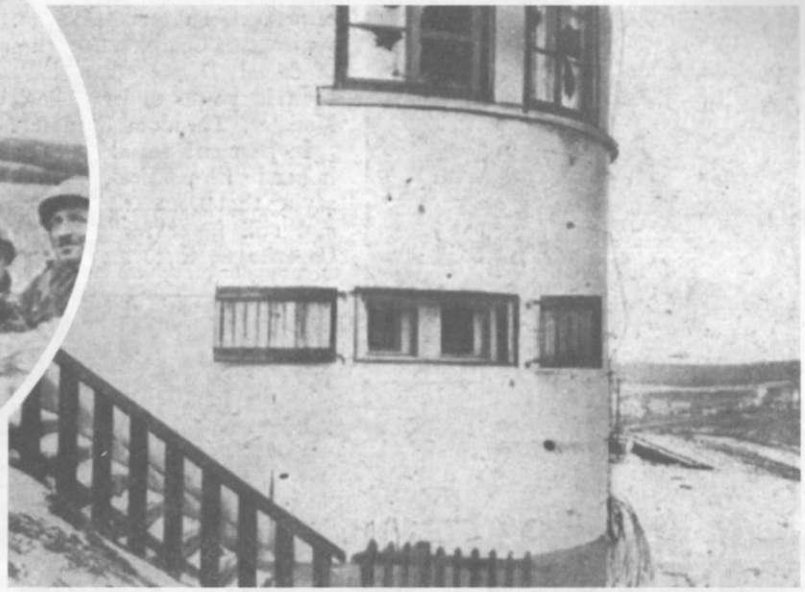
When this medical officer to the Welsh Guards went to France he never thought that one of his jobs would be to attend a poor French mother in her confinement. But here he is with the baby and the smiling mother—and his commanding officer has agreed to become godfather, too.

'o be or not to be, that is the question." Shall the Scots regiments keep their kilts ? Some authorities say yes, and some no. But these men of the rdon Highlanders (top left) seem out to please everyone. One wears his kilt and the other his battledress when they are out together for a walk in France. And they compromise in billets as well, where they are seen here (above) playing a game of House.

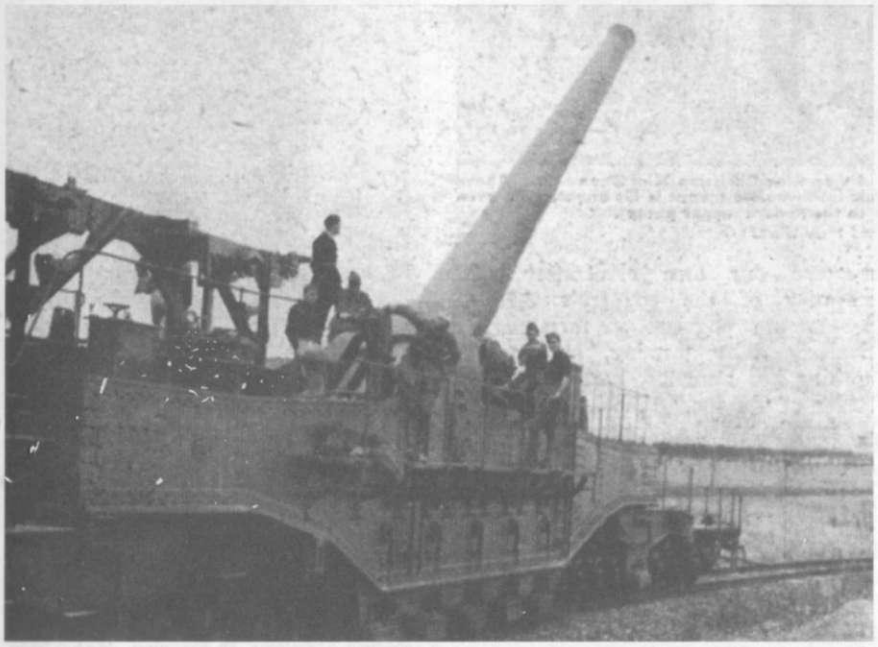
Photos, British Official : Crown Copyright

France's 'Free Corps' on the Danger Trail

The French "Free Corps" (circle) start off for a trip into No-Man's-land to see if the Germans still occupy the disused hunting-lodge (marked by arrow, top photo) by the woods.



A close-up of their objective seen after the "Free Corps" had taken it. These pictures were actually taken during the patrol.



These formidable 400 mm. (16-inch) guns, of which the French Army has a number, are built into their own railway trucks for speedy transport. Their performance is a strict secret. Here is one, complete with gun-crew, waiting to be moved up to the front.

Photos, Planet News, and Service Cinématographique de l'Armée

ONE of the most coveted honours in the French Army is to become a member of the "Groupes Francs" or Free Corps, the men who do all the most dangerous jobs. They are all volunteers, but only the bravest and most daring are ever accepted into the exclusive ranks.

Most of the work of the Free Corps is done at night, when they voluntarily risk their lives to penetrate far into the German lines to bring back valuable information or to creep like ghosts through enemy-occupied woods to attack a strongly fortified outpost. They are called "specialists in dangerous reconnaissance," and because of their work they are exempt from the arduous routine of the regiments to which they are attached and take no part in the ordinary trench warfare.

The most distinctive part about the Free Corps is that they carry no identification marks whatever. A Question Mark takes the place of the regimental badge, and the officers wear no marks of rank.

On the Fringes of the War: Denmark

Here is the first of a series of chapters which will attempt to paint the background composed of those countries which, though at present neutral, may sooner or later become actually involved in the struggle.

WHEN we see how small a space is occupied on the map of Europe by the Denmark of today it is a little difficult to realize that for many centuries she ranked as a great power of northern Europe. Just over 900 years ago England herself was included within the bounds of the Danish empire, and in the veins of millions of present-day Englishmen there are drops of Danish blood. But Denmark has long since put away her dreams of imperial expansion; Norway dropped away in 1814, and 50 years later the duchies of Slesvig-Holstein were annexed by Prussia, although a small portion of Slesvig was returned as the result of a plebiscite after the Great War. In 1916 the Danish islands in the West Indies were sold to the U.S.A. for 25 million dollars. Greenland is today the only colonial possession of Denmark, but the King of Denmark is also king of Iceland—until, at least, December 31, 1940, when the relationship of the two countries is due to be reviewed.

There is no more democratic monarch in the world than King Christian X of Denmark. Above he is seen on horseback in a Copenhagen Street, but his favourite mount is his bicycle; he even takes it with him on holiday to the Riviera (upper photo).

Photos, Keystone and Wide World

One of the most democratic of countries, Denmark is a constitutional monarchy on the English pattern; some would prefer to call it a crowned republic. The present sovereign is King Christian X, who is a nephew of our late Queen Alexandra; he came to the throne in 1912, and through pictures in the newspapers his tall figure, as often as not on a bicycle, is almost as well-known to the outside world as to the people of his gay little capital, Copenhagen.

Parliament, the Rigsdag, consists of two Houses, the Folketing (House of Commons) and the Landsting (Senate), whose members are elected, directly or indirectly, by adult suffrage on the basis of proportional representation. For some years past a Coalition Government formed of Social Democrats and Radicals has been in power under a Socialist Prime Minister, Theodore Stauning.

In Denmark social equality goes hand in hand with political, and it is a common saying that Denmark has few rich people and still fewer really poor. Even in Copenhagen there are no such slums as disgrace our own civilization. The majority of the country's 3,750,000 people are engaged in farming, particularly dairy farming, and not for nothing has Denmark been called "the larder of Europe." With equal reason she may be called a Cooperative Commonwealth, for the spirit of cooperation pervades the country's economic life. Cooperative dairies and cooperative bacon factories are everywhere, and the combination of cooperation in production and distribution with the peasant ownership of farms—of Denmark's 200,000 farmers 94 per cent own their own farms, and 98 per cent of the farms are less than 150 acres each—has been fruitful in the extreme. Than the Danish peasant there is probably in the whole world no man more truly independent, and, let it be added, better educated, for the system of People's High Schools initiated by Bishop Grundtvig about a century ago is justly regarded as a model for the whole world.

For more than 60 years the Danes have supplied our breakfast-tables with bacon, eggs, and butter, and in normal times Danish imports into the United Kingdom under these heads amount to over £25,000,000 per annum. So dependent is Denmark on the British market for the disposal of her dairy produce that her financial system is kept in step with that of Britain and also of New Zealand, Denmark's principal rival in the satisfaction of British hunger.

Both as regards imports and exports the United Kingdom is Denmark's principal customer, but Germany holds a good second place, which is not surprising in view of the fact that she is, as the Danes in these times of war realize only too well, just next door. The war, indeed, has

A fine figure of a man is Denmark's 66-year-old Prime Minister, Th. Stauning. He has been described as of the Viking type, with a beard which is regarded almost as a national asset.

Photo, E.N.A.

Difficult Days in 'the Larder of Europe'

As will be seen from the map on the left, Denmark consists of the peninsula of Jutland and a number of islands in the Baltic. Its population is under 4 millions—about half that of Greater London—and of these some 666,000 live in Copenhagen, the capital, a view of which is seen above. The prominent tower is that of the Town Hall.

presented Denmark with many a difficult problem, for, on the one hand, she wants to maintain her commerce with Britain, while, on the other, Germany threatens her day in and day out for doing her best to circumvent the Nazi blockade. Yet Denmark must maintain her trade with Britain, for not only does the livelihood of her people depend upon it, but she relies on Britain for the supply of oilcake and cattle-feed. If the supply of these vital commodities is cut off by the German submarines, then, indeed, Denmark's condition must become tragic.

Some will ask why Germany permits so small a State, one so democratic in its life and constitution, and one, moreover, so closely allied with the enemy across the North Sea—why she allows this little country to continue to exist. If the Nazis were to invade Denmark it is difficult to believe that the Danes could put up any really effective resistance. Their army consists of some 7,000 men, a mere token force, and a few years ago its total abolition was almost decided upon. By invading Denmark the Nazis might hope to secure huge supplies of eggs, bacon, and butter—just those things which of late years have been remarkable by their absence from their breakfast-tables. So far the order for invasion has not been given, perhaps because the Nazis realize the absolute necessity of overseas trade for Denmark's continued survival, and perhaps still more because, if Denmark were brought into the war, British submarines might reach the Baltic through Danish waters.

For the present, at least, Germany prefers menace to the actual use of armed might. The Gestapo maintains a network of agents and spies in Denmark; Danish newspapers have been told that German advertisements will cease if the general attitude of the papers does not please Berlin; shipowners are warned that their vessels will be sunk if they accept the protection of British convoys; and the tiny Danish National Socialist Party is kept alive by German subsidies.

Meanwhile Premier Stauning maintains that Denmark's only course at present is neutrality, although he is careful to add that he is not too optimistic about the future.

In Denmark cooperation is the prevailing rule of life; nowhere, indeed, is cooperation carried to such an extent as in this little kingdom of Northern Europe. Here we see milk arriving in the early morning at a dairy which is one of the oldest-established in the country. The world's first cooperative dairy was established in Denmark in 1882.

Photos, Dorien Leigh and E.N.A.

Nazi Villainies at Sea Would Shock the Kaiser

No words can do justice to the depravity of the methods adopted by the Nazis in their unrestricted sea warfare, but it is interesting to read the case that may be advanced by so high an authority as the Grand-Admiral of the German Navy.

ONE day at the beginning of March Grand-Admiral Raeder, commander-in-chief of the German Navy, was being interviewed by a correspondent of the American National Broadcasting Company. He did his best to justify the unrestricted sea warfare against merchant ships, whether Allied or neutral, which has been the German practice since the beginning of the War.

The Admiral assumed, as a matter of course, that the British blockade is illegal, and contended therefore that the Nazis are justified in adopting what he somewhat euphemistically described as "similar methods." Then, in the second place, he argued that the British Government had involved their merchant shipping and civilian population in the War inasmuch as they had armed the former and were using civilians to man patrol-vessels and mine-sweepers. The German Government, on the other hand, endeavoured to preserve a clear distinction between naval ships flying the German war flag and civilian vessels. In pursuit of his argument, any British ship sailing the seas may be serving Britain's military ends and as such is liable to be attacked.

This is the *theory* of German sea warfare as propounded by one who prides himself on maintaining the high standards of the German fleet created by Kaiser Wilhelm; Raeder, it may be remarked, entered the German Navy in 1894 and was chief of staff to Admiral Hipper, the German commander-in-chief at Jutland, throughout the Great War. But the practice of the Nazi navy is but a parody of the high-sounding theory. Even in the last war each successive year saw a grave deterioration in the conduct of the U-boat commanders; and in this War, to quote Mr. Churchill, "Herr Hitler and his Nazis have quite definitely exceeded the worst villainies which Imperial Germany committed in the last war." Not the least deplorable fact in a deplorable situation is to quote the First Lord again, "the way in which German illegalities, atrocities and brutalities are coming to be accepted as if they were part of the ordinary day-to-day conditions."

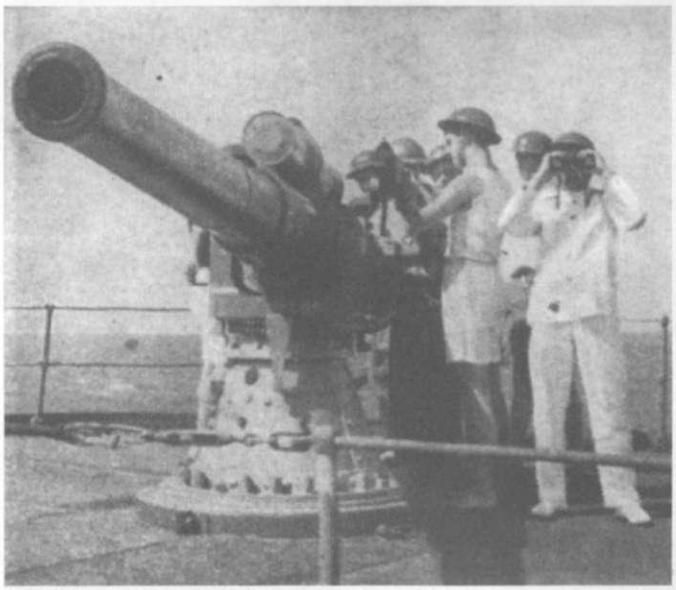
Disgusting and dastardly as were the activities of some of the U-boat commanders in 1917, there was nothing so execrable as the machine-gunning of the crews of torpedoed ships as they tried to escape in their boats; the Kaiser would have shrunk with horror from bombing lightships—what was described by Sir A. Southby in the House of Commons as "on a par with shooting a hospital nurse in the back"; and it may be doubted whether an airman of his day would have talked gleefully about a little ship "crackling up in flames like a Christmas tree." Nor was it necessary in the last war to arm fishing-boats and other small inoffensive craft.

Not a week now passes but news comes of some horror rivalling or even exceeding the horrors with which the past six months have been filled. There is no attempt on the part of the Nazis to extenuate their excesses; they make no plea of accident, but openly glory in their crimes.

On the very first day of the war a Nazi U-boat torpedoed without warning the passenger liner "Athenia," with heavy loss of life; and in the record of the events of the succeeding weeks the names of the "Simon Bolivar," first victim of the new development of the magnetic mine, and the "Domala," mercilessly bombed and machine-gunned in the English Channel, stand out from amidst a host of smaller victims.

Even their friends are not safe from their murderous assaults, as was evidenced in the first week of March when an Italian ship, the "Amelia Lauro," was bombed and set on fire by a German aircraft in the North Sea. The ship was

After a "warning" burst of machine-gun bullets, one of which killed the ship's gunner, the Nazi airman, Sgt. Moldenhauer (top left), dropped 500-lb. bombs on the Newcastle steamer "Royal Crown." The above photograph shows her shattered superstructure when she was stranded on an East Coast beach. *Photo, Planet News*

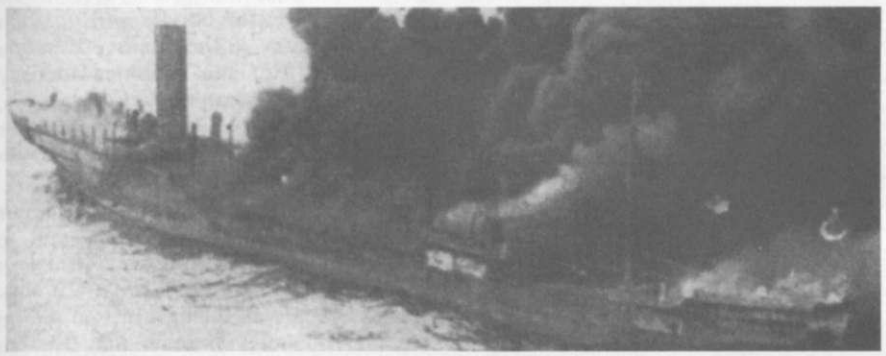


In blazing sunshine on the after-deck of a British merchant ship the crew man the 6-inch stern gun for drill. Frequent drill at irregular intervals keeps the men on the alert and in perfect trim for the quick action needed for beating off the attacks of fast Nazi 'planes. *Photo, F. G. Shaw*

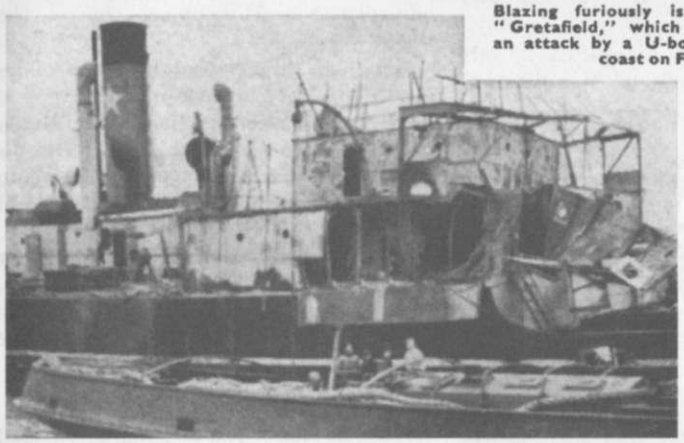
Coming next to the neutrals, the Admiral declared that they would be in danger of German attack only when they behaved as if they were belligerents, e.g., by steering zig-zag, or by navigating without lights; when they joined an enemy convoy; or when they entered British or French waters. If you want to avoid being sunk, he told them in effect, then you should do as the U.S.A. has done, and keep your shipping out of the war zone.

But They Are 'Victories' to Admiral Raeder

A Nazi pilot took these pictures as he bombed the trawler "Astros." His gun and ring-sight (left) get caught by the camera as he takes his first picture of his victim. After four unsuccessful attacks the captain and crew get away by boat (right).
Photos, Fox

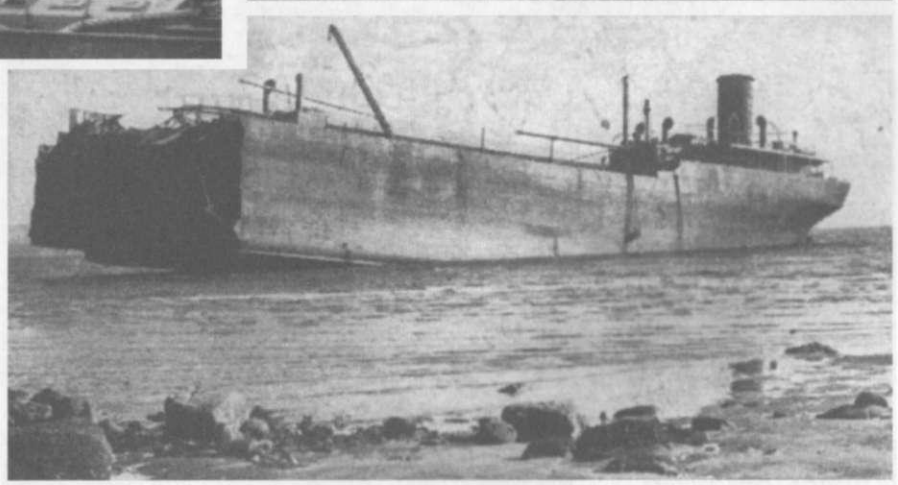


Blazing furiously is the British tanker "Gretafield," which caught fire following an attack by a U-boat off England's N.E. coast on February 14.



Two more Nazi victims: the Italian steamer "Amelia Lauro" after she had been bombed (above); and the British tanker "Inverlain" on fire after being mined in convoy (right centre).
Photo, Planet News

heavily damaged, and one of her crew was killed. By way of contrast—a contrast which vividly illustrates the difference between the Nazi and the British methods of dealing with neutral traffic—about the same time thirteen Italian vessels loaded with German coal were politely stopped and escorted to the British Contraband Control Base in the Downs. There we have an actual illustration of the difference between piracy and those methods of conducting war which are in accordance with the traditional laws of the sea.



After their ship had been cut in two by a torpedo in the Atlantic, the crew of the British steamer "Imperial Transport" sailed the rear part for some days, covering over 170 miles before a war ship came to the rescue. Here she is beached. The story of their voyage is given in page 222.
Photos, Keystone and W. E. Stoneham

The Near East Pivots on the Black Sea

Having recently returned from an extensive tour of the Balkan countries, Mr. Harry Gregson is able to describe from first-hand knowledge the position of affairs in that vital region. Here we give his conclusions concerning the part the Black Sea might play if war came to the Near East.

CAN the Allies defeat German and Russian penetration in the Near East without control of the Black Sea? The problem is even now urgent, and will become acute if hostilities develop in the Near East.

The Germans are using the Black Sea to bring supplies from Russia. They use the absence of Allied forces in the Black Sea to impose their will on small States like Bulgaria and Rumania. The Russians count on the immunity of their Black Sea ports from Allied interference to further their designs in Bulgaria, back-door to the Dardanelles.

In Varna harbour are two Italian tankers, the "Torcello" and "Celeno," of 5,000 tons capacity, loading oil from a Russian tanker for storage and subsequent transport to Germany. Six German ships, unable to escape from the Black Sea owing to the Allied blockade, are plying regularly between Soviet and Turkish ports and Varna, bringing oil-bearing nuts and Russian manganese for transport to Germany. Their names are "Yalovo," "Cordelia" "Arkadia," "Larissa," "Delos" and "Ithaka."

It is all very well to say that the Russian oil transhipped at Varna will cost the Nazis dear—they are renting the two Italian tankers at a price of £9,000 a month—but this oil is lubricating oil of the very best quality, and the commodity of which Germany is most in need. Germany can get petrol from Rumania and produce certain oils at home, but without lubricating oil her war machine would soon seize up.

There are other considerations. We have given Rumania a guarantee, but without control of the Black Sea we cannot enforce it, and the Nazis (and Rumanians) know it. When Dr. Clodius, the Nazi economic expert, says to Rumania, "Give us more oil," Rumania must give the oil. The only pressure we can exert on Rumania is to decrease supplies of certain raw materials and manufactures necessary to her rearmament. This pressure is not nearly so effective as that of the Nazis, who have their troops quite close to Rumania's frontiers.

Support for Rumania

The Allies' policy is not to induce Rumania to invite aggression by refusing to supply Germany. But it can readily be seen that with an Allied Fleet at her back-door Rumania would have a much more effective argument, namely, that there are friends able and willing to make their presence felt in resisting exorbitant Nazi demands.

Supposing Rumania were invaded, how could we help her?

Russia has in the Black Sea 40 submarines, the battleship "Marat" with twelve 12-inch guns, four cruisers, 19 large and a few small destroyers. The cruisers mount 7-inch guns and some of the destroyers 5-inch guns. The ships are kept clean and smart, and manœuvre well, according to naval observers.

No doubt this fleet could easily be accounted for by modern Allied units, but it is foolish to suggest that we would risk troop transports in the Black Sea to help Rumania without preliminary naval operations. These operations against submarines, warships and minelayers, quite apart from seaplane minelayers, would take several days at the least. Only then could troop transports begin, and whether they could be disembarked in the only large Rumanian port, Constanza, in time to save Rumania depends on Rumania's powers to carry on alone in the meantime. Constanza is, incidentally, a by no means easy harbour for ships, as its narrow entrance makes them too easy a target.

If we want to stop one of the biggest holes in the Allied blockade, and to save countries like Bulgaria (which is tremendously impressed with Russia's Black Sea naval strength) from falling completely under German and Russian influence, the Allies must control the Black Sea.

It is safe to say that exposure of her ports to Allied attack in the event of further aggression is the factor Russia fears most in the Near East. Not for nothing has she been feverishly fortifying her naval bases at Odessa, Sevastopol and elsewhere. Most tender spot of all, Batum, whence is shipped Russian oil for Germany, would no longer be immune, and Stalin might consider his friendship with Ribbentrop hardly worth the price.

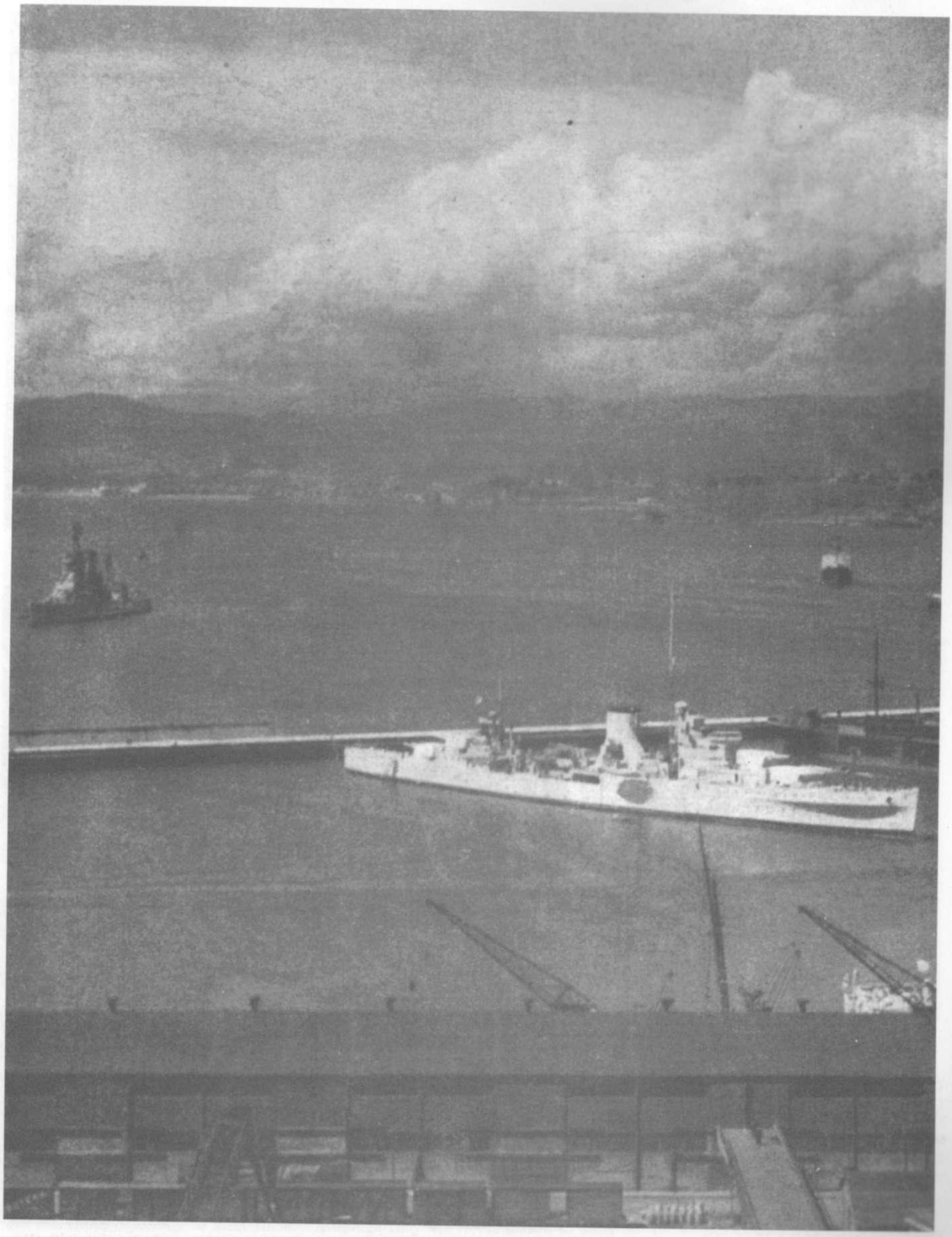
Turkey Holds the Key

So long as Turkey remains neutral and Britain is at war, our warships, under the Montreux Convention, cannot pass through the Dardanelles and the Bosporus. Nor are the Allies and Turkey pledged to mutual assistance in the event of the Allies being involved in war with Russia.

Mutual consultation is a feature, however, of the Allies' pacts with Turkey, and in the interests of the Allies' struggle against Nazidom—with which Turkey is overwhelmingly sympathetic—circumstances may be conceived in which permission for the Allies to enter and control the Black Sea might keep war from that area and, at the same time, hasten the economic and hence the military doom of the Nazis.

In this map of south-east Europe the strategic importance of the Black Sea will be readily recognised. On the north and east is Russia, on the west Rumania and on the south Turkey, who, with her command of the Dardanelles, controls the oil shipping of both Rumania and Russia.

'Achilles' Arrives in Famous Pacific Harbour

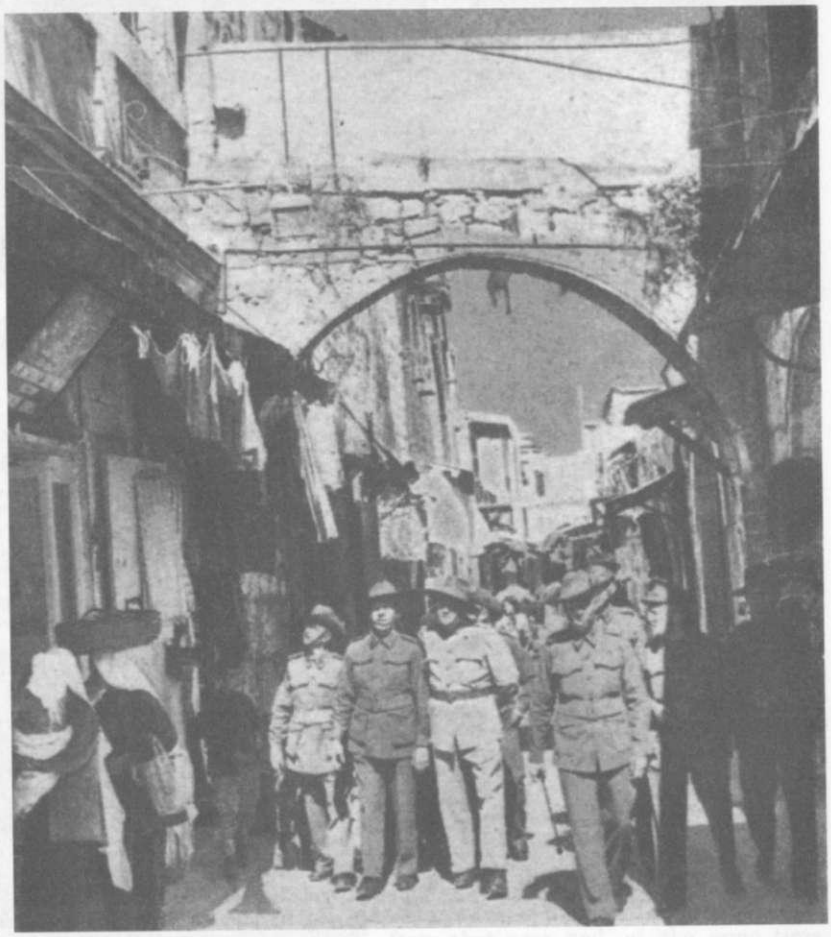


In the harbour of Valparaiso, Chile's great port on the Pacific, lies moored a British warship whose name a few weeks since rang round the world —H.M.S. "Achilles." When this photograph was taken she was on her way from the Plate, where she had covered herself with glory in the fight against the "Admiral Graf Spee," to New Zealand. On the left beyond the inner harbour wall is a Chilean warship.

Photo, exclusive to THE WAR ILLUSTRATED

Britain's Bugle Call Echoes Through the East

Thinking perhaps that education comes before comfort, this New Zealand lance-corporal struggles to stay on his camel for a trip to the Pyramids. From the look on his face the camel does not think much of his rider, but an Anzac is not going to get the hump!



The sound of the bugle echoes between the ancient pyramids (left) when Reveille is sounded for the Indian troops who arrived recently in the Near East. On the right we have a photograph taken in Jerusalem, showing a party of "Aussies" paying a lightning visit to the bazaars of what is, perhaps, the world's most historic city. Fascinated by the strange sights, the men from "Down Under" ignore the little boy asking for "Baksheesh."

Photos, B.I.P.P.A. and P.N.A.

Anzac Town in Egypt Was Made in Three Weeks

Put up with the help of native labour on the very edge of the great Sahara Desert, the home of the Anzacs was built in the short time of three weeks. As an example of town planning it puts into the shade some of our proudest cities. The rows and rows of hutments and tents are arranged so that the handling of the thousands of men can be managed with the minimum of trouble and fuss. *Photo, G.P.U.*

AFTER twenty-five years the Anzacs have once again answered the call sent out by the Mother Country, and once again they are occupying practically the same desert camp in Egypt that their fathers used in 1915. Escorted by British warships, the new Anzacs, after a safe journey of 10,000 miles across the sea, arrived at Suez on February 12. They were met by Mr. Anthony Eden, the Dominions Secretary, who had flown to Egypt, with messages of welcome from the King, especially to meet them. Although they are known throughout the world as the Anzacs, their official title is "The Australian Imperial Force" and the "New Zealand Expeditionary Force."

The name "Anzac" was coined at the end of February 1915 when the name "Australian and New Zealand Army Corps" had proved too cumbersome for constant use. It seemed desirable to choose a shorter title, and when it was noticed that on the packing-cases that the troops had brought with them were the initials A. & N.Z.A.C., the title that was soon to ring round the world was born.

Now the new Anzacs have come, filled with the determination to keep up the traditions of a quarter of a century ago. The Australians are under the command of Lieutenant-General Sir Thomas Blamey, and the New Zealanders have as their commander, Major-General B. C. Freyberg, V.C.

Past the White-Walled Homes of Nazareth Ride

he Men of Britai

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 242*)

Sweden's Difficult Choice of Policy

Monday, February 26, 1940

MR. HANSSON, Prime Minister of Sweden, in a broadcast:

There is no other real alternative to the present Swedish policy except military intervention, although the Government's critics do not, as a rule, openly advocate this course, contenting themselves with the demand for efficient, or more efficient, help for Finland.

It is understandable if our country does not choose the course of war itself. It must reckon on the possibility of being forced to use arms to defend its vital interests, liberty and independence. Before such a necessity, which I hope we shall not have to face, the Swedish people will not hesitate. But it has the right and the duty to use all honourable means to avoid this necessity. Should the necessity arise, unity within the nation is an indispensable source of strength. It has already been made clear that unity cannot be attained over a policy aiming at military intervention, that is, entering the war. . . .

Another point of view of paramount interest is that the risk of dragging Sweden and the North into the war between the Great Powers cannot be dismissed merely as one hypothesis among others. It is my conviction that by our attitude we have not only chosen the best way of safeguarding Sweden's interests, but have also created the best opportunities for helping Finland. What deliberations and trials we may yet have to face nobody can fully foretell. May we be prepared to face them with our national unity unimpaired.

Evil Must be Met by Force

Tuesday, February 27

LORD HALIFAX, Foreign Secretary, in an address to members of Oxford University:

What has been the driving force behind the Nazi movement in Germany? It has been the German youth. Deliberately deprived as they have been of the elements of true judgement, it is they who made the movement and who still sustain it. Their point of view stands in stark opposition to yours. They do not understand your way of thinking. Your ideals mean nothing to them. They have their own ideals, which to our minds are distorted and deformed, but for which hundreds of thousands of them are prepared without a moment's hesitation to sacrifice their lives. There is what seems an impenetrable barrier dividing you from them, which somehow will have to be broken down if the youth of Europe is to avoid living always in this waste land and if the European temple of civilization is to deserve and win a rekindling of the lamps.

The real conflict, therefore, today is not between age and youth but between youth and youth. It is important that this should be fully appreciated, for it is the kernel of our future problems.

I am not disquieted by the divergencies between age and youth. They have been with us since the world began. They represent the inevitable difference of perspective, but there is nothing in them which postulates a fundamental conflict. If I were to see life as you see it, or if you were to see it as I do, I should feel that there was something wrong with one or other of us. But there is something sinister in the acceptance by the growing generations in different countries of standards of conduct in sharp contradiction to one another, for that does constitute a terrifying challenge to the very foundations of human thought and action.

But in this challenge also lies our hope; for, as we move to meet it, we shall more truly measure both its nature and the weapons with which it can be countered. . . .

I know that it is said by men of high principle that force in itself, if not an evil thing, has a value only negative. I think this is an exaggeration. Most true it is that force cannot of itself exorcize the evil spirits that enter and deprave the hearts of men. But when these evil spirits invoke force for the prosecution of their purpose, and the struggle is thus joined in the physical arena, it is only by force on the battleground thus chosen that the evil can be resisted. . . .

Spiritual Motives Underlying Action

As I see this problem which is today so tragically forced upon our thought, it is the spiritual motive, alike in national as in individual action, on which judgement has to be passed. Always it is the spirit behind the application of force which makes or mars its value. And we may assuredly hope that the same spirit which gives the physical and moral courage to defend the menaced values of life today will avail us when we come through the valley of dark decision to the work of reconstruction. . . .

The struggle will be arduous, it may be long, and it will certainly demand of our nation that it should withhold nothing that may contribute to our strength. Let us never forget that of all the resources at our command, the most powerful will be the quality of our resolution, fed by a true perception of the responsibility laid upon each one of us, and of the spirit in which that responsibility must be discharged. In front of the Viceroy's House in New Delhi stands a column, on which are inscribed the words: "In Thought Faith, In Word Wisdom, In Deed Courage, In Life Service. So may India be great." No one of us could offer for our Country and our Commonwealth any better prayer today.

Dangers of Compromise with Hitlerism

Thursday, February 29

MR. ANTHONY EDEN, Dominions Secretary, in a speech at Liverpool:

There must be an end to this era of broken faith. Political perjury must be shown to have had its day. Until that is established, until Hitlerism and the international gangsterdom for which it stands is utterly and finally destroyed, there is going to be neither security for the present nor hope for the future. Any truce, any patchwork compromise which you may try to come to now, if it ignored those stark dangers would only confront us with greater dangers a few months or a few years hence, and then it might be too late.

For a free people no fate can be worse than the servitude of Nazidom. We were reluctant—very reluctant—to take up this challenge. Now we are in it we shall see it through to the end. No other course is possible. To attempt anything else would be to lose the present and to betray the future for our children. When the war is over and won, the statesmen who meet to make the peace will have a hard task. But there will be to assist them elements of hope and cheer: in the first place, the close collaboration of the nations of the British Commonwealth; in the second, the ever more intimate unity of this country with France.

This unity must be carried over into the post-war period. There must be no mistake about that this time: co-operation has come to stay, and indeed to many of us it seems that the co-operation between these two great Empires is capable of further development, in the economic and financial sphere as well as in the purely political. In that development lies hopeful augury for the future. On that road, though progress is admittedly hard, progress is possible. Compromise with those whose only faith is brute force, whose methods are themselves a denial of civilization—on that way we plunge back into the Dark Ages.

THINGS YOU MAY NOT KNOW

"Amps." Auxiliary Military Pioneer Corps; R.E. construction companies attached to the B.E.F. The members are voluntary recruits, many of them over the age of forty. Their work includes road-building, erecting of huts, construction of railway sidings, etc.

Collective Security. Political principle providing that all States, or an overwhelming majority of them, shall mutually guarantee the security of each one of them against war and aggression.

Ensign. The three British ensigns each have the Union Jack in the upper canton next to the staff. The White Ensign may be flown only by vessels of the Royal Navy and (in peacetime) the Royal Yacht Squadron. Vessels are only privileged to fly the Blue Ensign when carrying a certain number of officers and men of the Royal Naval Reserve. The Red Ensign is the national flag of our merchant shipping.

Entente. An understanding between two Governments less formal and strictly defined than an alliance. The term "entente cordiale" denotes specifically the friendly understanding and relations established between England and France in 1904, which culminated in the alliance of 1914.

Fortra Corporation. Organization in U.S.A. which, taking advantage of the sympathies of Americans of German birth or descent, collects funds for the purchase of food to be sent to civilians in Germany. Money obtained in the United States is wirelessed to Holland or some other neutral country, where the food is purchased and sent to addresses in Germany.

Isolationism. Political policy of non-interference with European affairs. It originated in U.S.A., but was also apparent in Britain before the outbreak of war.

"Kipper Kites." Nickname given to 'planes of the R.A.F. detailed to keep watch over the British herring fleets, following repeated German attacks on them.

"Six-Glass Man." Term given to a Gestapo agent because he has the right to drink six glasses of beer, paid for by the Secret Police, while spying on his fellow-countrymen. For every denunciation he gets a bonus.

Home Defence Men Get on with the Job They Know

The Home Defence men do all in their power to become self-supporting. Facilities are provided for units in the country to grow their own vegetables on waste land near their living quarters.

THE Home Defence Battalions consist of men of mature age who have already had military experience. Their main duty is to guard points of vital importance, such as railway bridges, tunnels, goods yards and big junctions. It is essential that the flow of transport be maintained in this country. Decentralization and petrol rationing have necessitated a considerable increase in railway traffic, and any attempts at sabotage must be prevented at all costs. Munitions, troops and supplies for overseas all add a strain on the machinery of transport. Home Defence service often entails living in remote parts of the countryside, but the community feeling among these old-timers is particularly strong and the duties are not too severe.

Preparing the midday meal is not an unpleasant task when the weather permits you to prepare the vegetables out of doors.

It's a good life in the Home Defence Forces, and, above all, the quarters are comfortable, as this cheerful face at the window testifies.

Transport is the life-blood of this country, particularly in time of war. These men of the Home Defence Forces see that no harm comes to vulnerable parts of our railway system. In the evening recreation is afforded by a game of cards and a smoke (right).

Photos, Sport & General

The Evil Things We Fight—1. Regime of the Spy

In one of his most effective "war aims" speeches Mr. Chamberlain described the characteristic features of the Nazi regime as among the "evil things we fight." Here a German opponent of the Hitler State discusses briefly perhaps the most loathsome of these evils. Further articles in the series will deal with the prostitution of justice, the concentration camp and other aspects.

ONE of the most loathsome phenomena of despotism is the institution of a secret police, a spying organization with unlimited power. Yet no dictatorship could ever do without that system. French absolutism had its Lettres de Cachet by which people were brought, without trial and often for life, into the dungeons of the Bastille; Napoleon had his Fouché, worthy predecessor of Dzerjinski and Himmler; Metternich had his net of agents, and Tsarist Russia her Ochrana. Civilized free peoples reject the very idea of such an institution; the British Habeas Corpus Act of 1679 has been the model for all democratic countries and prevents, even under the emergency of wartime, anything resembling Moscow's Ogpu or Berlin's Gestapo.

This blot upon Western civilization is one of the "evil things we fight," as the Prime Minister named them. For it is not just a matter of another country's internal policy: with its moral destructiveness and its world-wide ramifications the system of spying as perfected by Himmler's Black Guards is one of the greatest menaces to civilization. Starting from the Brownshirts, a small body of particularly reliable and unscrupulous minions, who despised the lower middle-class masses of Nazism, they were increased to 120,000 when Hitler took power, and grew to 300,000 during his first year of rule. Now they may number 500,000, or even a million, trained for their particular unsavoury task with all the Prussian thoroughness and iron discipline necessary.

Their leader—or leaders, for nobody is allowed to know exactly who directs them, though Himmler and his deputy Heydrich are usually held responsible for assassinations, internment in concentration-camps, disappearances, attempts faked and real upon the life of other Nazi leaders and so forth—is the most powerful person in Hitler's Germany. In exchange for the guarantee he gives for the Fuehrer's safety he has a free hand with the 80 million subjects of his rule, and every support available abroad for the fostering of the Nazi creed.

Espionage in Every Home

At home he controls every economic enterprise, by way of the cell-foremen responsible to the Gestapo; every Ministry or other official body, by way of his "confidant"; every family even, by way of the "Blockwart," usually a house-porter permitted to intrude everywhere and at all times and to question man, woman and child about the most intimate things in their life.

Abroad—where the right to arrest anybody and everybody is often replaced by the kidnapping or murdering of "undesirables"—he controls the so-called cultural organizations of Germandom, centralized either under the German Auslands-Institut in Stuttgart, or under Bohle, the Bradford-born Party-leader for Germans abroad, or under Rosenberg's intellectual grouping.

With promises, bribes and, if necessary, menaces every German abroad who would not or could not entirely cut his ties with his homeland (his mother might still be living there, or there might be more distant relatives whom he would spare the fate of hostages!) was forced into the gigantic net of espionage. He had to supervise the political or private activity

The world-wide ramifications of the Gestapo system of espionage reached even the U.S.A., where a considerable number of American Germans joined the "Bund," whose Fuehrer is Fritz Kuhn, seen here in Nazi uniform addressing his staff. He was afterwards imprisoned.
Photo, Keystone

of others, and to report in detail to the huge Nazi spying machine. Family ties, friendships, moral obligations—nothing prevailed when confronted with this "patriotic" (if not necessarily unpaid) service.

Women, young girls for preference, were employed for the less intricate tasks of political espionage; the racial control, equally in the hands of the Gestapo, might have suggested the diabolical scheme to dispatch good "Aryan" Nazis abroad bearing the brand of the despised Jew, the letter "J," on their passports.

The whole net was so complicated, so interwoven with personal rivalries, internal, external and military interests that only the most initiated might be able to disentangle it. For all spies, agents, confidants and even the highest officials of the State and the Party were again spied upon—by the unknown super-Gestapo, the members of Himmler's Section 4.

The secret police system as typified by the German Gestapo involves moral corruption, perversion of the concept of patriotic duty, it leads to insincerity and cowardice in the souls of whole populations. It is the antithesis of that freedom of life and thought for the maintenance of which Britain and her Allies took up the challenge of the aggressor.

If there is one Nazi chief more feared and hated than his fellows it is almost certainly Heinrich Himmler, the chief of the Gestapo and Black Guards. Here we see him seated in conference with some of the Gestapo chiefs: on the left Huber and Nebe, and on the right Heydrich and Muller.
Photo, exclusive to THE WAR ILLUSTRATED

'Here You Will Be Over the Siegfried Line'

In the operations room of a Hurricane squadron in France the men examine a map of the frontier, whilst their C.O. points out the day's patrol duties. Among them are pilots who have succeeded in bringing down Dorniers. It will be noticed that on the wall they have pinned up the identification chart of German aircraft published by "Flight," the silhouettes from which are given in pages 294-5 of Volume I of this work.

Photo, British Official: Crown Copyright

'Thumbs Up!' Say Our Fighting Airmen

Many are the adventures that have befallen Britain's fighting airmen since the war began, but it is all too seldom that details of some of their more exciting moments are given to the world. Here are one or two stories which have just recently come to hand.

The man who puts confidence into a bomber pilot, the rear gunner. His weapon, a rifle-calibre Browning; fires 1,300 rounds a minute.

THE R.A.F. is doing its best to wrest the proud title, "The Silent Service," from its naval comrades. "A job's a job," the pilots say; "it's got to be done, so why talk about it?" and not a word will they breathe of the thrills and dangers they encounter while on the "job." Whether it is to be a reconnaissance flight over Berlin, an attack on Heligoland, or just a patrol over the sea to keep guard on our shipping, it is all taken in the same matter-of-fact way that an office-worker catches his morning train.

Long before dawn the operations room was crowded with pilots and crews waiting for their instructions. While they were waiting the navigators studied their maps and visualized their line of flight, and the radio operators looked through the mass of data that had been provided for their information by the Signals and Intelligence officers. Then in a matter-of-fact and friendly atmosphere the Station Commander explained the "job," sketching on an odd scrap of paper how the 'planes were to share the work.

At last the hated period of hanging about was over. The pilots and crews piled into cars which were to take them to where the aircraft were waiting with their engines already warmed up. The telephone rang in the aerodrome office and the signal was given to "take-off." The 'planes roared down the fairway and rose into the air, and the ground staff went back to their work.

Some hours later a tiny speck in the sky was seen, and the word went round that the 'planes were returning. One after another they came in to land. The pilots and crews clambered out and went into the canteen for a cup of tea. The "special job" had been done.

It has been worked out by some mathematically minded member of the Coastal Command that it is about 100 to 1 against a German raider being anywhere near our coasts when a Fighter Command pilot goes up on patrol for the first time. But with the young Volunteer Reserve pilot who fired the last burst into a Heinkel that was brought down off the Firth of Forth on February 27 that 100 to 1 chance happened.

He had been unlucky enough to be posted to a squadron which had not yet had the good fortune to fire a shot in battle, and with two other Spitfire pilots he had been sent up to do an ordinary routine patrol. They had been up nearly an hour from their Scottish Fighter Command Station and were thinking that it was just about time to return. They would then be in time for lunch.

Suddenly the young pilot who had not been out before heard his leader giving him orders over the radio telephone. As he entered a low cloud-bank to take up his position he saw what his leader had seen first: a Heinkel cruising slowly over a merchant ship 3,000 yards away.

The Heinkel spotted the British 'planes and took refuge in a cloud-bank, and the young pilot thought he had seen the last of his first German 'plane. But his luck held. The bottom of the cloud-bank through which he was flying happened to be thin, and when he came out into the open again there was the Heinkel with a Spitfire on its tail. He closed up quickly and the two Spitfires attacked in turn. The young Volunteer Reserve officer fired his eight guns in short bursts, and as he made his last attack he could see the German rear gunner still firing from his turret as the Heinkel glided gently to the sea where it floated, its hot engine sizzling.

As the Volunteer Reserve officer circled round watching the German 'plane, he saw the crew climb out on to a wing; then, knowing that they were safe and would soon be rescued, he flew home, his first patrol ended—and there was still time for lunch.

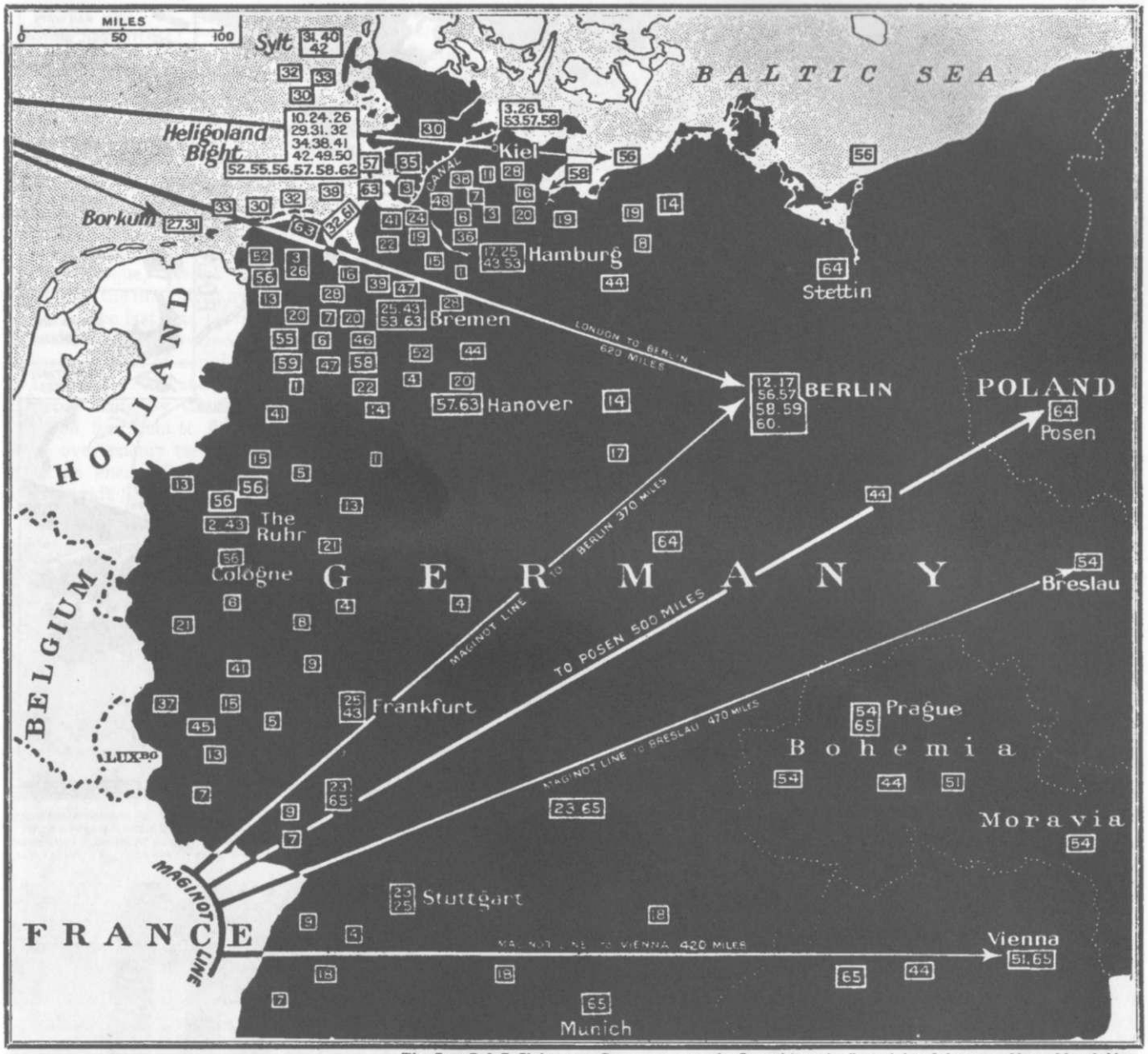
But the Coastal Command do not have all the fun. For instance, there is the pilot of a reconnaissance 'plane of the Advanced Air Striking Force, which is the new name used by the R.A.F. in France, who has a very practical sense of humour and has now become a nightmare to a certain Nazi aerodrome.

The men who made the first flight over the Siegfried Line were N.C.O.'s, a sergeant-pilot and a sergeant-observer, left. In the words of the official communiqué, "they brought back valuable information." Their job was to fly at low altitudes over the most strategic points, facing attacks from Nazi fighters and anti-aircraft gunfire to obtain photographs.

This twenty-one-year-old New Zealand pilot (left photo) claimed his third victory on March 2 over the Siegfried Line when he tackled two Messerschmitts and shot down one. With him on the right of the photo is the sergeant pilot who was on patrol with him at the time.

Photos, British Official: Crown Copyright

Who Fly Unhindered Over the Nazi Reich by Night



The first R.A.F. flight over Germany was a leaflet raid on the first night of the war. Up to March 11, 1940, sixty-five raids had been made over Greater Germany, one extending as far as Posen (Poland). This map of our raids should be compared with those of the Nazis' in pages 280 and 281.

While on one of our most recent reconnaissance flights over Germany, when the special duty was to photograph Nazi airfields, one of our pilots saw a big Heinkel slowly circling round its home aerodrome ready to make a comfortable landing. Our pilot decided that he would give the Germans a surprise.

The Germans had no idea that there were any British 'planes near and the Heinkel had already lowered its landing wheels, when suddenly the British 'plane dived out of a cloud-bank at full power, passing right under the Heinkel's landing wheels and then zoomed up again in front of the German, so that at the moment of passing our rear gunner got in a most effective burst with his machine-gun. Then, the lesson taught, the British pilot went back to his routine job of photography, leaving behind him a sadder but wiser enemy crew.

KEY TO THE MAP

R = Reconnaissance

1. Sept. 3. N. and W. Germany (R)
2. Sept. 4. Ruhr (R)
3. Sept. 4. Wilhelmshaven, Kiel (B)
4. Sept. 5. W. Germany (R)
5. Sept. 24. W. Ger. (R)
6. Sept. 24. W. and N.W. Germany (R)
7. Sept. 25. W. Front and N.W. Germany (R)
8. Sept. 25. W. Ger. (R)
9. Sept. 27. W. Front and W. Germany (R)
10. Sept. 29. Heligoland (B)
11. Sept. 30. N. Ger. (R)
12. Oct. 1. Berlin (R)
13. Oct. 9. W. Ger. (R)
14. Oct. 15. N. and Cent. Germany (R)
15. Oct. 16. W. and N. Germany (R)
16. Oct. 18. N.W. Ger. (R)
17. Oct. 25. Berlin, Magdeburg, Hamburg (R)
18. Oct. 27. S. Ger. (R)
19. Oct. 30. N. German airfields (R)
20. Nov. 1. N.W. Ger. (R)
21. Nov. 6. W. Ger. (R)

B = Bombing Raid

22. Nov. 7. N.W. Ger. (R)
23. Nov. 10. S.W. Ger. (R)
24. Nov. 17. N.W. German naval base (R)
25. Nov. 20. Stuttgart, Frankfurt, Hamburg, Bremen (R)
26. Nov. 25. Heligoland, Wilhelmshaven (R)
27. Nov. 28. Borkum (MG)
28. Nov. 28. N.W. Germany (R)
29. Dec. 3. Heligoland (B)
30. Dec. 6. Friesian Is., Schleswig-Hol. (R)
31. Dec. 12. Heligoland, Sylt, Borkum, Norderney (SP)
32. Dec. 14. Heligoland, Estuaries and fortified islands of N.W. Germany (B)
33. Dec. 15. N.W. German fortified is. (B)
34. Dec. 18. Heligoland Bight (B)
35. Dec. 27. N.W. coast (B)
36. Dec. 27. N.W. Germany. (R)
37. Jan. 3. Belgian-German frontier (R)

MG = Machine-gun raid

38. Jan. 4. N.W. Ger. and Heligoland Bight (R)
39. Jan. 5. N.W. Ger. (R)
40. Jan. 9. Sylt (B)
41. Jan. 11. N.W. and W. Ger., Heligoland (R)
42. Jan. 11. Sylt and Heligoland (B)
43. Jan. 11. Hamburg, Frankfurt, Bremen, Ruhr (R)
44. Jan 12. E. Germany, Austria, Bohemia, N.W. Germany (R)
45. Jan. 12. Nr. Luxemburg frontier (R)
46. Jan. 18. N.W. Ger. (R)
47. Jan. 19. N.W. Ger. (R)
48. Jan. 25. N.W. Ger. (R)
49. Feb. 20. Heligoland (R)
50. Feb. 20. Heligoland (B)
51. Feb. 22. Austria, Bohemia (R)
52. Feb. 23. Heligoland and N.W. Ger. (R)
53. Feb. 23. Kiel, Hamburg, Bremen, N.W. Germany (R)
54. Feb. 23. Prague, Pilsen, Brno, nr. Breslau (R)

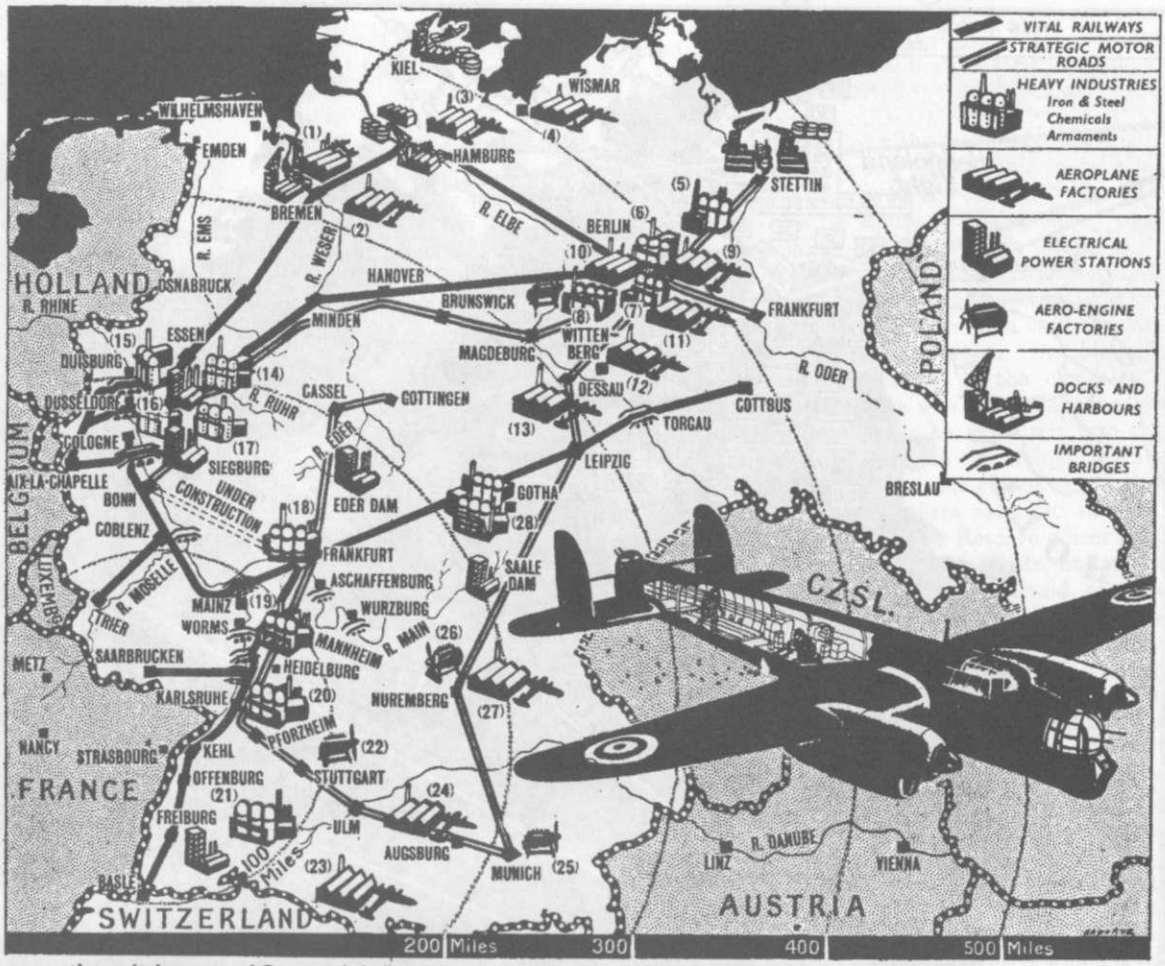
SP = Security Patrol

55. Feb. 24. N.W. Germany and Heligoland Bight (R)
56. Feb. 26. N. Sea coast, Heligoland, W. Germany, Baltic, Berlin, Cologne, Emden, Duisburg, Dortmund (R)
57. Feb. 27. Berlin, Hanover, Kiel, Heligoland Bight (R)
58. Feb. 29. N.W. Germany, Heligoland Bight, Kiel, Lubeck, Berlin (R)
59. Mar. 1. N.W. Germany, Berlin (R)
60. Mar. 2. Berlin (R)
61. Mar. 4. Schilling Roads (B)
62. Mar. 5. Heligoland Bight (R)
63. Mar. 6. Bremen, Hanover, Wilhelmshaven, Cuxhaven (R)
64. Mar. 7. Stettin, Posen, Leipzig (R)
65. Mar. 9. Prague, Mannheim, Nuremberg, Vienna, Munich, Linz (R)

German Industries Under the Bomber's Shadow

KEY TO PICTURE MAP

(1) BLOEM AND VOSS (Aircraft)
(2) ARADO ,,
(3) BLOEM AND VOSS (Aircraft)
(4) DORNIER AIR-CRAFT.
(5) SCHERING-KALLBAUM (Chemical Factory)
(6) RHEINMETALL-BORSIG (Guns and Tanks)
(7) DEUTSCH-MUNITIONS.
(8) ELEKTRIZI-TATS-GES.
(9) HEINKEL (Aircraft)
(10) ARADO
(11) HENSCHEL (Aircraft)
(12) ARADO
(13) JUNKERS
(14) DORTMUND-UNION (Steel)
(15) KRUPPS
(16) RHEINME-TALL (Steel)
(17) DUSSELDORF STEELWORKS
(18) LEUNA (Synthetic Fuel and Nitrogen)
(19) MAUSER (Machine-guns)
(20) DEUTSCH-MUNITIONS.
(21) ROTTWEIL (High-Explosive)
(22) MERCEDES-BENZ (Aero Engines)
(23) DORNIER
(24) MESSER-SCHMITT
(25) MERCEDES-BENZ
(26) ZUNDAPPS
(27) MESSER-SCHMITT
(28) LEUNA



In this picture map we see those vital centres of Germany's industrial organization and communications which have been covered in reconnaissance raids by the R.A.F. (the Advanced Air Striking Force) operating from France. Up to the present, as the photographs in this and other pages show, the raids have been limited to the dropping of propaganda leaflets. How serious they might be for Germany if air warfare began in deadly earnest is clearly indicated by the 500-mile range covered by the circles on the map.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

Recently the R.A.F. dropped leaflets over Berlin five nights out of six. Flying so low that the pilots knew in which streets they were dropping leaflets, they met with no resistance worth speaking of. Left are seen men loading the bomber with leaflets ready for the next flight. On the right is shown the special chute in a parachute flare trap, filled with bundles of leaflets ready to be released by the lever.

Photos, British Official: Crown Copyright

The R.A.F. Drop Their Cards On Berlin & Posen

JUST as the Navy have proved that they are the masters of the sea in spite of the Nazis' boasting, so are the R.A.F. demonstrating their mastery of the air—even over Germany itself, and to drive the lesson home they made a spectacular flight right across Germany and over Western Poland on the night of March 7-8, 1940, during which thousands of leaflets were dropped on the city of Posen. Since the beginning of the war the R.A.F. have carried out more than fifty flights over Germany, many of them lasting as long as nine or ten hours and taking in Berlin, Prague, Vienna and towns on the Baltic coast with the final flight over Poland as a triumphant climax. The last was by far the longest flight of the war, the distance covered being about 1,500 miles, a remarkable feat of aerial navigation.

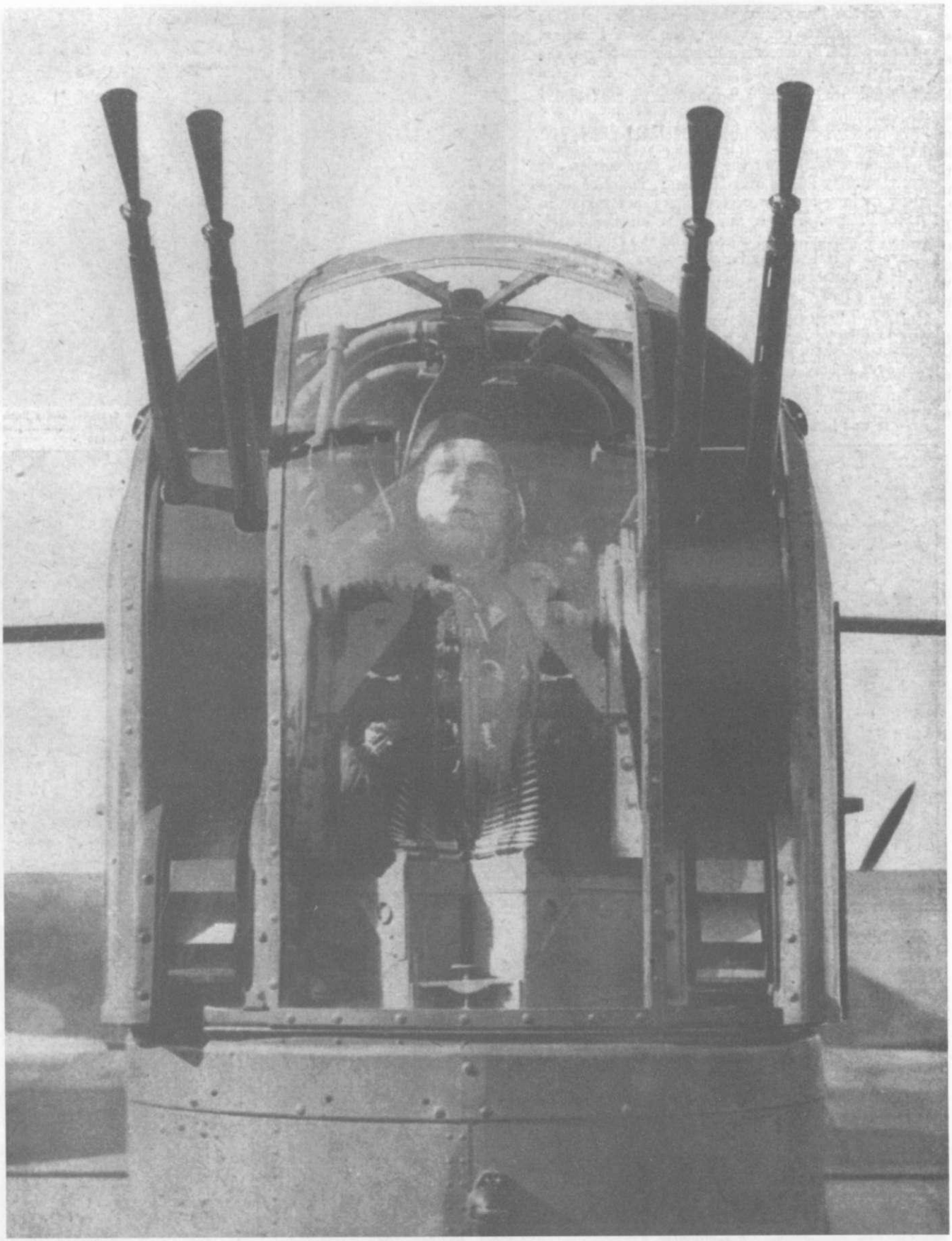
A map in p. 279 shows all the flights over enemy territory made by the R.A.F. to date. It is quite common for them to fly for more than six hundred miles over enemy territory without seeing a searchlight, an enemy fighter, or experiencing a burst of anti-aircraft fire. One airman on his first flight said it was like "a house-to-house canvass."

As a bomber returns home after a leaflet-raid over Berlin a signal (left) flashes landing instructions to the crew. The men are stiff after hours in the air, and have difficulty in wriggling through the hatch (right).

The five airmen, centre, are the crews of one of the R.A.F. machines that flew over Poland. Left to right are the observer, wireless operator, rear gunner, second pilot and pilot captain. Others dropped parachute flares over Berlin and on his return a sergeant pilot tunes in to Berlin (left) to find out if the Nazis admitted they had been there. Nine hours in the air is tiring work, but a short nap (right) and he will be ready again for anything.

Photos, British Official: Crown Copyright

It's the Bomber's Tail that the Nazis Fear



This is a formidable sting to find in any tail, but when coupled with a high-speed bomber bristling with machine-guns it is often too much for Nazi fighters. This power-driven turret houses four Browning machine-guns, each capable of firing 1,300 rounds of rifle ammunition per minute. Inside the turret can be seen the ldng belts of ammunition ready to pass through the guns. In modern high-speed 'planes power-driven turrets are essential. Besides maintaining the streamlining of the fuselage, they enable accurate fire to be concentrated even whilst carrying out violent aerobatics.

Photo, Central Press

Eye Witness Stories of Episodes and Adventures in the Second Great War

Our Objective That Night Was Prague

The Air Ministry often announces that "aircraft of the Royal Air Force last night carried out successful reconnaissance flights over Germany." Something of what lies behind that laconic statement is described in this story by the pilot of a 'plane which flew on February 23 as far as Prague.

Our particular objectives that night were Prague and Pilsen. So we set our course to the East. The weather happened to be excellent—a good moon, with visibility in the region of thirty miles. On this occasion we were carrying a crew of six, comprising pilots, navigators, gunners and wireless operators. Our particular trip was going to take us eight to nine hours. We also had to allow roughly another hour for looking around and unloading our pamphlets.

With the aircraft trimmed there was nothing very much to do for the moment. The navigator was checking up on his landmarks as they came into view, and from time to time, as the sky was clear, he would take a sight with his sextant. There was plenty of light from the moon, and features on the ground were easily discernible. As we reached the German frontier it was difficult not to believe that the eyes of every German on the ground must be looking up at us. But nothing happened just then. No searchlights were trained on us. No guns were fired, and no enemy fighters came up to try to intercept us.

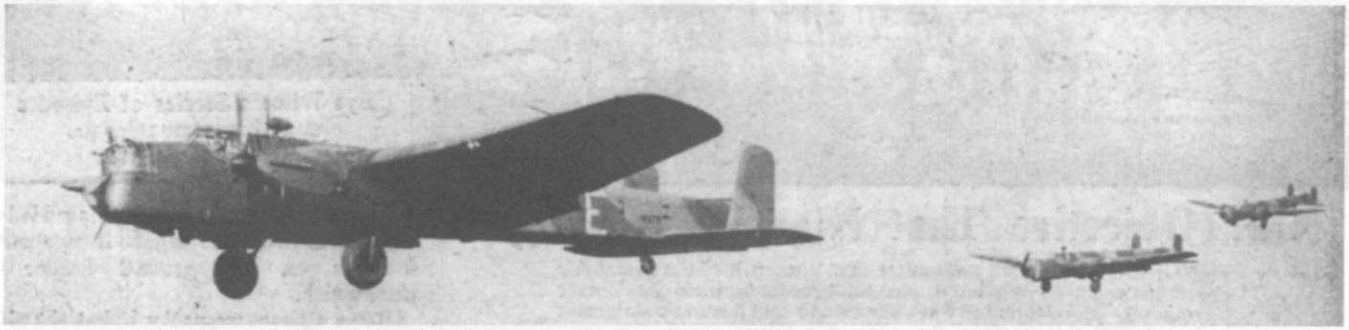
From the frontier our course lay over the Rhine. Soon Frankfurt passed beneath us. Then Nuremberg was slipping past beneath our wings. We remembered the famous racing track there and wondered when it would again be used for an international event. Now Germany lay beneath us under a cover of snow, and though this added to the lightness of the night, it also made features on the ground harder to distinguish.

After a time we noticed that the rigid black-out which had been maintained in Germany was diminishing, and we knew that we had now crossed another frontier, into Czecho-Slovakia. Our next excitement was when the navigator warned us that we were approaching Pilsen, home of the great Skoda armament works, and of the perhaps even more famous lager beer.

The five men in the lower photograph are the pilots of a Whitley bomber squadron making their way across the tarmac to headquarters after a nine-hour reconnaissance flight to Prague and Pilsen on February 23. Awaiting them before they turn in is a bowl of steaming cocoa in the canteen (above), but their immediate duty is to report and answer the questions of the intelligence officers about the places they have visited.

Photos, British Official : Crown Copyright

I WAS THERE!



Here we see in flight 'planes of the R.A.F. Bomber Command such as are often used in the daring night flights over enemy territory—flights for reconnaissance and leaflet dropping such as the one described in the accompanying first-hand story.

Photo, Fox

We slowly lost height as we approached, and then, levelling out, we flew across the town and dropped a couple of parachute flares to announce our arrival to the residents and visitors. There was no reply, and the navigator set us on a new course, heading north-east for Prague.

There was no mistaking Prague. The whole town was a blaze of light—houses, street lamps and factories were all lit up. Even the ornamental lighting on the bridge was aglow. Again we flew low over the city, while two of the crew began scattering the many thousands of leaflets which we were carrying. The rest of us, as we watched the leaflets fluttering astern, wondered what their fate would be: how many would be swept up by the industrious Nazi leaflet sweepers, and how many would survive to find their way into the hands of those for whom they were intended.

Without interruption, we completed our job, and when the last leaflet had vanished astern, we swung round and began the long and monotonous flight back to our base. By now everyone was feeling a bit sleepy. Some of them were having a hot drink. Others were eating chocolate or chewing gum. The time passed slowly, but at last we recrossed the Czecho-Slovakian border and were back again over Germany, where the black-out was as effective as before. Once we passed over an area where several search-lights leapt into action at our approach. But we were flying too high for them to be effective.

The weather was still good enough, but the sky had now become overcast and there was a slight drizzle of rain. We crossed the Rhine Valley and noticed that while the Valley itself was still covered with snow, the river appeared to be unfrozen.

As we neared home we kept a sharp look-out for the other aircraft which had left about the same time as ourselves on a similar mission, and which we knew was now a few miles ahead of us. We did not see anything of him.

Our base aerodrome was now getting very close and the crew had already started to stow away their gear. There was going to be no time wasted once we had landed. A few minutes later the lights of our aerodrome came into view, and almost immediately we got the signal giving us permission to land. I can assure you it was promptly accepted, and we taxied in to find good friends on the ground with plenty of hot cocoa ready waiting for us.

We Made Our Ship Race a U-boat

The investiture of Captain Hugh Roberts of the "Mopan" with the O.B.E. on March 5 commemorates a gallant incident which occurred soon after the outbreak of war. Here is the first-hand story of how Captain Roberts by skilful manoeuvring saved his ship from a German submarine.

At about 1 p.m. on September 6, 1939, the "Mopan," on her way home from Jamaica with a cargo of bananas, was in a position about 400 miles west of the entrance to the English Channel. The chief officer and chief engineer, who were on deck, saw a submarine coming to the surface about two miles away just abaft the starboard bow.

Captain Roberts, who had been on deck since 4 a.m., had gone to his cabin for a pipe. He had only been there two minutes when the third officer, who was on watch, came to the door and shouted: "Submarine on the starboard side!"

"A second shot was fired and landed about 100 yards on the beam," Captain Roberts said. "Then I ported the helm to bring the submarine on the port quarter. The shells were now straddling us, and bursting close alongside, with fragments coming on board. For the next shot we starboarded the helm again, and for the next round ported it—continuing to do so and trying to dodge the shells."

The "Mopan" was entirely unarmed. Ordering his men to take cover, Captain Roberts continued to zigzag into the wind, which was from the north-north-west. The submarine was compelled to follow, which meant she could not use her after gun. But with her other gun she continued to fire intermittently for 37 minutes, by which time the "Mopan" had increased her lead to 6,000 or 7,000 yards.

The U-boat was still following, and until 3 p.m. seemed to be slowly gaining. She was apparently having difficulty with her foremost gun because of the water washing over her low bows. The "Mopan" now increased her speed to shake off the pursuer, and soon began to draw ahead.

"The ship was saved simply because I had the best crew a skipper could want," said Captain Roberts. "I had instructed them what to do in an emergency and shown them the best way to take cover.

"As soon as the alarm was given every man knew what to do, and the stokers who were off duty dived below like one man to join their pals and pile coal on the fires.

"The 'Mopan's' top speed is supposed to be 13½ knots, but in a few minutes they got her up to 15 knots, and before the attack ended she was doing 16½.

"All the time bits of shell were spraying the decks. Eventually we were able to leave the submarine behind, and she gave up the chase."

Since this experience Captain Roberts has had another adventure, for the 5,406-ton banana ship "Chagres," of which he was in command, was mined on February 9. He referred to it as "just one of those things."

Leaving Buckingham Palace after receiving the O.B.E. is Captain Hugh Roberts of the "Mopan," who successfully dodged a U-boat in the early days of the war.

Photo, Topical

I WAS THERE!

Terror Was Rife in the Poland I Left

An English teacher in Poland for 32 years, Miss Lucy Baker-Beall arrived home on March 6 with a harrowing tale of the horrors she had witnessed in Bydgoszcz (Bromberg), the town she had come to regard as her second home. The following story is specially contributed to THE WAR ILLUSTRATED.

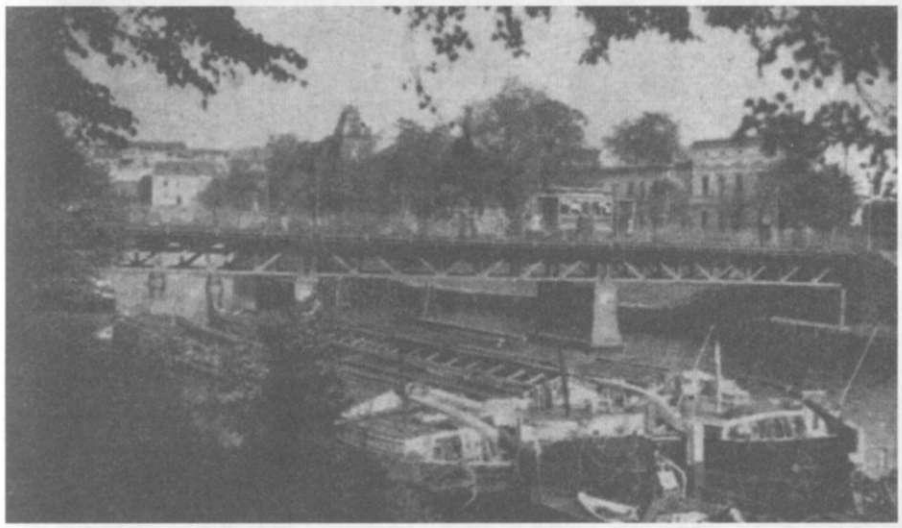
This photograph of Miss Baker-Beall, whose remarkable story is given in this page, was taken just after she had returned to England.

MISS BAKER-BEALL escaped from Poland in August 1914 and returned to Bydgoszcz in 1918. From her long experience as a teacher in Polish and German schools, she knows both peoples well. Her friends are all Poles.

"Many of my friends have disappeared," she told a WAR ILLUSTRATED representative. "They are either in prison, evacuated or dead. The population left in Bydgoszcz is very near to starvation."

She replied to the German allegations of Polish "atrocities" by telling of the day and night sniping which took place in the town from the day the Germans invaded Poland.

"The Germans living in the town and the riff-raff that had come over the frontier from Danzig and East Prussia shot at everyone. Two shots were fired at me in one street, and on September 3rd, the day the Germans call Bloody Sunday, the Volksdeutsche (Germans living outside the Reich) took to machine-gunning. Then the Poles took action and every German found with a weapon in his hand was shot."



The Marshal Foch Bridge at Bydgoszcz (Bromberg), the Polish town that Miss Baker-Beall had come to regard as her second home, is seen here as it was in the days before the German invasion. The canal which the bridge spans is a relic of a former German occupation of this part of Poland, as it was built by Frederick the Great as a link between the Vistula and the Oder.
Photo, Paul Popper

Miss Baker-Beall told how she saw an unarmed air-raid warden dead with a bullet through his head, and two other wardens, a man and a woman, who lived in her house, returned home with wounds. A first-aid post in one street was under fire, everyone entering or leaving being shot at from a German house.

The German "reprisals" when the invaders arrived were terrible.

"Twenty Boy Scouts and 34 tradespeople were shot against the wall of the Museum in the square," said Miss Baker-Beall. "One Monday sixty people were machine-gunned, and Poles had to dig pits into which they threw the bodies. Some of the victims were not dead.

"A German officer was found dead in a wood. The Poles believed that his own men had shot him, but the Germans blamed the Poles and 18 men and four women in a nearby village were shot."

The Polish inhabitants have suffered and are suffering in many other ways.

"Doctors, lawyers and other professional men have been removed from their posts," said Miss Baker-Beall. "The traders have been robbed of their shops, which have been rented to Germans.

"It is now the rule that Poles may not be served before Germans. First preference is given to Germans from the Reich and then the Volksdeutsche come next. Poles must wait. I have seen queues of thinly-clad Poles waiting during the bitter weather when the temperature was 50 degrees below zero, while Germans could walk up and be served at once.

"Many Poles have had to wear their summer clothes in spite of the cold, because the Germans have collected all the wool and woollen garments they could find.

"There have been frequent house searches for wireless sets, weapons, money and all kinds of things. The Germans are very short of metal. All scrap is collected. Iron stands are taken off sewing machines, and all the bridges in the district, including the great bridge across the Vistula at Fordon, have been denuded of iron and steel with the exception of two that might be needed for a German retreat."

Telling of the deporting of Poles from their homes, Miss Baker-Beall said it was customary for about 400 families to be rounded up at two or three in the morning.

"They were given a few minutes to dress, insufficient to put on proper clothes for the winter," said Miss Baker-Beall. "They were put into open wagons or carts and taken for hours across country. I afterwards heard from some of them—those who had not died from cold or hardship.

"One, a professor at my old school, was put to work on the land. His sleeping place was the stone floor of a verminous stable. His food consisted mostly of soup, almost as thin as water, and bad vegetables.

"People in the streets of Bydgoszcz were forbidden to speak Polish, and several were beaten. Volksdeutsche stalked about the streets with dog whips and struck anyone they heard speaking Polish. These Volksdeutsche were of a criminal element and were worse than the Germans from the Reich."

Miss Baker-Beall said that shooting was still going on, but mostly by the Gestapo. She herself escaped their attentions. She left Bydgoszcz on February 15, thanks to the intervention of the American embassy, but at Berlin it seemed that the Germans would have liked to detain her but dared not.

"The constitutional police treated me very well," she said. "There seemed to be a conspiracy of silence to keep my whereabouts from the secret police. The fact that I had been so long in Bydgoszcz and served in German schools helped me to remain unmolested."

Miss Baker-Beall's experiences have led her to the conclusion that "a good man cannot be a good German."

British and French Medals in Actual Size—2

1. Distinguished Flying Cross. Officers and warrant officers for valour, courage or devotion to duty whilst flying in active operation against enemy.

2. R.A.F. Long Service and Good Conduct Medal. For 15 years' exemplary service.

3. Naval Long Service and Good Conduct. 15 years' exemplary service required.

4. Air Force Cross. Officers and W.O.s of R.A.F., for courage or devotion to duty whilst flying, not in active operation against enemy.

5. Distinguished Service Medal. Awarded to N.C.O.'s and men of R.M. and R.N. for bravery and resource under fire.

6. Legion of Honour. (Fr.) All arms, for gallantry in action or 20 years' distinguished service in peace.

7. French Croix de Guerre. Awarded to all arms mentioned individually in dispatches.

8. Conspicuous Gallantry Medal. Naval D.C.M. For conspicuous gallantry in action—N.C.O.s and men of R.M. and P.O.s and men of R.N.

9. Empire Gallantry Medal of Order of the British Empire. Awarded for conspicuous gallantry either civil or military. Ranks next to V.C.

10. Army Long Service and Good Conduct Medal. For 18 years' exemplary service.

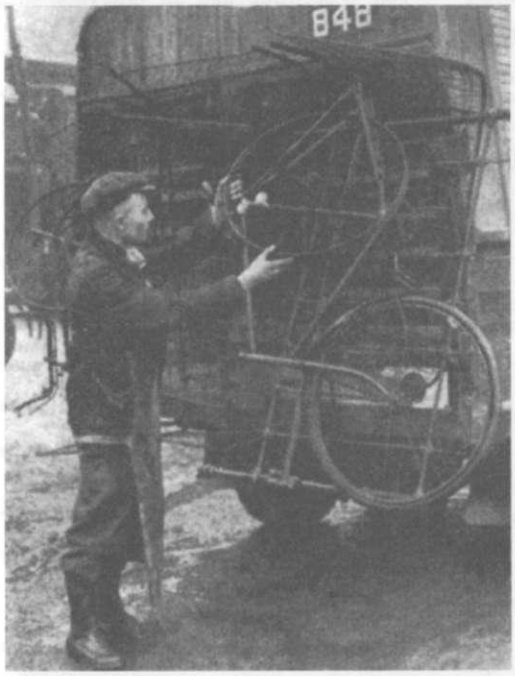
11. Distinguished Conduct Medal. N.C.O.s and men of Army only. For gallantry in action recommended by the C.-in-C.

12. French Médaille Militaire. For G.O.C.s of Armies and N.C.O.s and men distinguishing themselves in action.

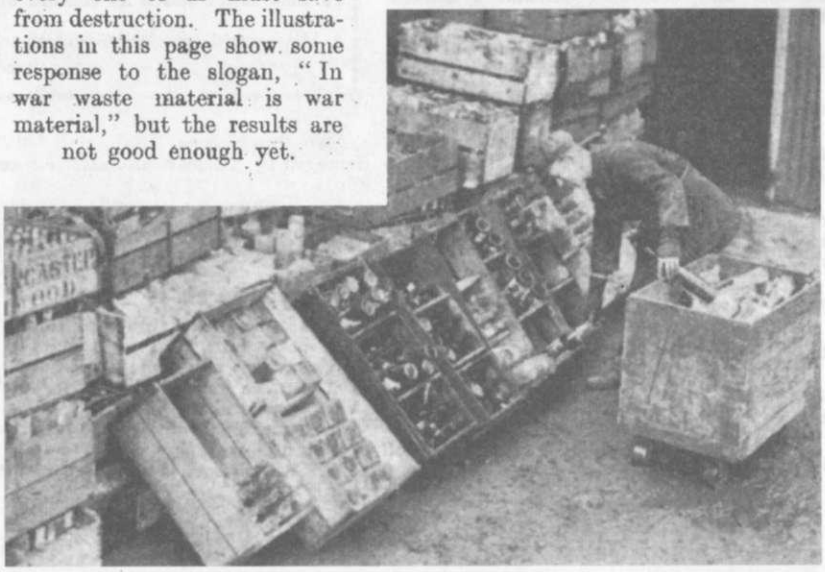
In Wartime Nothing Is Really Rubbish

Manchester City Corporation, acting through the Boy Scouts, has saved invaluable metals needed by industry. Here are tin cans, compressed into convenient bales, being stored until required by scrap-metal dealers.

"MAKE Saturday Night Salvage Night" is the motto of Mr. H. G. Judd, the Controller of Salvage at the Ministry of Supply. Clothing, metal, bones, paper and glass are the valuable articles which every one of us must save from destruction. The illustrations in this page show some response to the slogan, "In war waste material is war material," but the results are not good enough yet.



The Birmingham City Corporation saves as much as £30,000 a year in respect of material which would otherwise be wasted on the rubbish-dumps. Particularly welcome during wartime is "any old iron"



In the upper photograph is shown waste paper being unloaded from a Thames barge at a paper-board mill. Paper board is essential to our packaging industry. Below this will be seen bottles being sorted out into 98 different grades by the East Ham Corporation. Bottles to the value of £1,000 were salvaged in 1939.

These Girl Guides in a Buckinghamshire village are making full use of their spare time, collecting waste paper from their friends and neighbours. Every little bit helps, and it soon mounts up until there is almost too much to carry round to the sorting-sheds. Wheelbarrows and prams have to be enlisted in their aid.

Photos, Fox, G.P.U., I.N.A. and Associated Press

OUR DIARY OF THE WAR

Thursday, March 7, 1940

Fighting continued on ice of Viipuri Bay, where Russians made repeated attacks in attempt to obtain footing on western shore. They were stated to have achieved some success north of Lake Ladoga.

Helsinki announced that Russia had offered peace terms even more drastic than the pre-war demands. Negotiations were in progress, with Sweden and Germany acting as mediators.

R.A.F. fighters shot down Heinkel raider east of Aberdeen.

There was a night raid on ships anchored off South-East Coast.

Sir Kingsley Wood announced that **fighting strength of R.A.F. had doubled** in last 12 months.

French communiqué stated that patrol activity on both sides continued in marked degree.

Two Dutch ships, "Grutto" and "Vecht," feared lost with all hands.

Liner "Queen Elizabeth" docked in New York after her secret maiden voyage across the Atlantic.

Friday, March 8

Further Russian attacks on Finnish south coast were beaten off. Fighting continued on ice of Viipuri Bay.

Heinkel raider brought down by R.A.F. Fighter Command patrol off north coast of Scotland.

Air Ministry announced that machines of Bomber and Coastal Commands attacked three enemy patrol vessels near Borkum.

Two Heinkel aircraft encountered over North Sea were engaged and seen to be hit.

Bombing attack made on night of March 7-8 on naval auxiliary vessel near Sylt.

In the course of reconnaissances, **R.A.F. aircraft flew over Posen** in Western Poland; longest flight of the war.

Information was made public of protective device against magnetic mines, consisting of girdle of cables which neutralizes the ship's magnetic field.

British steamer "Counsellor" sunk off North-West Coast.

Many fishing trawlers reported attacks from enemy aircraft.

Survivors of Italian steamer "Amelia Lauro" reported that she had been attacked by Nazi bomber.

German ship "Uruguay" scuttled herself in North Atlantic.

Saturday, March 9

Finnish communiqué admitted that **Soviet troops** had secured a foothold **on north-west shore of Bay of Viipuri.** Attacks south-east of the town and on the central and eastern parts of the Karelian Isthmus had been repulsed.

British Government released 13 Italian coal ships recently detained.

British steamer "Borthwick" mined off Holland.

British steamer "Thurston" reported sunk.

THE POETS & THE WAR

XXIII

OVER THE AIR

By Wilfrid Gibson

An orchestra somewhere in Germany
Plays the Fifth Symphony, as though no war
Were raging throughout Europe, still intent
To honour music, though disaster loom:
And, as we listen in our cottage room,
The charm of instruments in clear consent
Steals through the throbbing of the 'planes of doom.
Over the air, through which the bombers fly
To clash in battle under the cold stars,
Immortal music surges, wave on wave,
From land to land at mortal enmity,
As though it sought in healing harmony
To bind men's hearts in concord and to save
A blind world blundering to catastrophe.

—*The Observer*

Two Dutch ships, "Saba" and "Confid," damaged by German aircraft, but remained afloat.

Mr. Sumner Welles had interviews with leaders of Polish Government in Paris.

Von Ribbentrop left Berlin for Rome.

Sunday, March 10

Russia claimed capture of Repola, north-east of Viipuri, and of two other towns. Soviet troops said to have occupied Karppila and Ruhela on western coast of Bay of Viipuri, and also certain islands.

Helsinki announced officially that contact between Government of Finland and that of U.S.S.R. had been established through mediation of Sweden, and that a **Finnish delegation,** including the Premier, M. Ryti, had arrived **in Moscow.**

Mr. Sumner Welles, President Roosevelt's special envoy, at No. 10, Downing Street, on March 11. He is seen with the Premier.
Photo, Associated Press.

R.A.F. machines carried out successful reconnaissance flights over Vienna and Prague.

Admiralty announced that German steamer "Hannover" had scuttled herself after being intercepted by British cruiser.

Mr. Sumner Welles arrived in London.

Von Ribbentrop had an interview with Mussolini.

Monday, March 11

Russo-Finnish negotiations in Moscow continued. Reported that Soviet Government had considerably modified peace terms offered to Finland.

Land attacks on Karelian Isthmus repulsed by Finnish artillery. Finns admitted success of Russian attacks on shore of Viipuri Bay.

North-east of Lake Ladoga fighting continued unabated. Finns claimed success in battle of Kollaa River.

Mr. Chamberlain stated that Britain and France were prepared to use all available resources to give immediate help to Finland, provided that a formal appeal were received from the Finnish Government.

Paris reported aerial activity on both sides and artillery firing in Vosges area.

Mr. Sumner Welles was received by the King and also had interviews with Mr. Chamberlain and Lord Halifax.

Von Ribbentrop had audiences with the King of Italy and the Pope, and further interviews with Mussolini and Ciano. He left later for Berlin.

Tuesday, March 12

Fighting still raging in outer suburbs of Viipuri.

Peace Treaty concluded at midnight in Moscow between Russia and Finnish representatives by which Finland ceded whole Karelian Isthmus, town and bay of Viipuri, Fisherman's Peninsula, and other areas. She must also give a 30-years' lease of the Hango Peninsula.

The Protocol to the Peace Treaty required its ratification in three days.

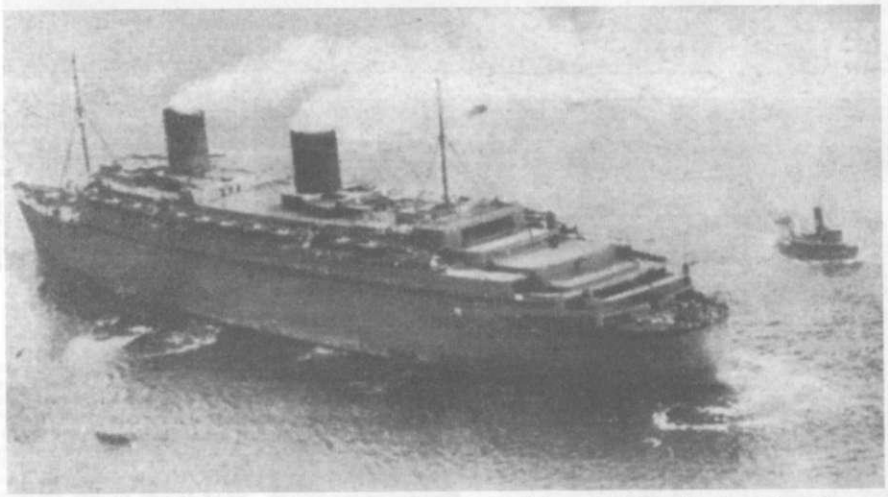
Officially stated at Helsinki that armistice began at 11 a.m.

M. Daladier told Chamber of Deputies that an Allied expeditionary force of 50,000 men was ready to embark to help Finland as soon as a formal appeal, to conform with international law, was received from the Finnish Government.

Air Ministry announced that during reconnaissance flight over Heligoland Bight on March 11, R.A.F. bomber attacked a U-boat, which was believed to have been sunk.

British steamer "Gardenia" and steam trawler "Halifax" reported mined.

Two more Dutch ships—steamer "Amor" and tanker "Eulota"—sunk by mines.



The new Cunard White Star Liner "Queen Elizabeth," which reached New York on March 7, ten days after her unobtrusive departure from Clydebank. For this secret maiden voyage she was fitted out with a "de-gaussing girdle," the new device for protecting ships against magnetic mines.
Photo, Associated Press